

Appendix B:

Respondent Comments

Question 2. What, specifically, do you like most about your community?

20 miles away from Salt Lake.

A general feeling of safety.

A quiet community.

A real nice family oriented neighborhood, not a lot of wild parties going on or stealing.

A sense of community, people take care of each other.

A sense of security.

A spirit of community, community events; we have an arts council, a historical association, tons of sports for the kids. It is a nice suburban community.

Accessibility to the freeway.

Additional space.

Administered well.

A lot of families and a lot of moms home with the kids.

At the moment nothing.

Availability to freeway good friends.

Because we have one another.

Before it was lack of construction.

Being away from the center of the city and closer to the mountains.

Being close to the temple.

Big new homes.

Bigger sized lots and it is much more rural.

Business and communities I've been here my whole life its just home.

Cause we have our privacy.

City government, very effective police force. Good community programs.

City planning, availability to retail and successful things like that.

Clean. (3)

Clean and organized.

Clean and safe. (2)

Clean, good law enforcement, friendly neighborhood. Planned well with parks. Not very rundown.

Cleanliness, access to amenities, friendly neighbors.

Cleanliness, and the lack of crime.

Close and convenient to a lot of different things.

Close to public transportation, low crime rate, education has gotten better.

Question 2. What, specifically, do you like most about your community?

Close to the city but not right in the city.

Close to the freeways.

Comfortable and homey and people are down to earth. We feel at home when we come here.

Community spaced for family.

Camaraderie.

Camaraderie, caring nature.

Condos and a lot of people our age.

Convenience.

Convenience of shopping, the neighbors, safety.

Convenient. Quiet area. Safe.

Country living.

Crime rates, proximity to shopping and major highways. building codes, they are not all businesses, more housing minded area. Cost of living.

Distance away from downtown.

Diversity.

Don't know. (13)

Easy access to everything.

Easy access to shopping.

Easy access to transportation corridors.

Easy to get to, the roads are easy to get to.

Equestrian facilities.

Everybody looks out for each other.

Everybody's over the age of 50, we're to ourselves.

Everyone is really nice.

Everyone knows each other.

Everyone watches for one another and knows their needs and concerns and is friendly.

Everything is acceptable and close.

Everything is close.

Everything is close and convenient.

Families.

Family atmosphere.

Family atmosphere, rural , traditional values.

Question 2. What, specifically, do you like most about your community?

Family here.

Family oriented, convenient for shopping.

Family values.

Far away from everything.

Farming area, rural areas we still have.

Feel safe.

Feel safe and comfortable.

Feeling safe.

Friendly neighbors. (3)

Friendliness. (2)

Friendliness of people, feeling like it's a small town but still close to the city.

Friendliness, and caring of every one.

Friendliness, used to know everybody, somewhat of a smaller town.

Friendly neighborhoods.

Good neighbors, tree lined streets and not very much crime. Nice large lots that are taken care of, good landscaping.

Good neighborhood, really good neighbors.

Good neighborhoods, access to shopping and the freeway, good schools.

Good neighbors, good people.

Good neighbors, quiet area.

Good neighborhood, openness.

Good people. (3)

Good people, quiet.

Good people and good place to raise a family, its quiet.

Good quality people.

Green space around me and a lot of green space from a retired farmer.

I guess our neighborhood, people.

How beautiful our community is.

How clean it is.

How quiet it is.

I am on a half an acre.

I don't feel like there's any crime.

Question 2. What, specifically, do you like most about your community?

I don't know anything specific it's just a nice place I suppose.

I don't know I just like it.

I feel safe and private and not too busy, not too commercialized.

I feel safe here. (5)

I feel safe, and excellent schools.

I feel that it is safe and friendly.

I guess that it is smaller than a lot of other areas.

I guess because I'm close to a lot of malls and shopping places.

I guess because we are an alienated part. We only have a few roads into us and it makes it nicer.

I guess just the view in my back yard and the people are fun.

I guess probably where it is in the Salt Lake Valley

I guess the housing.

I guess the shopping areas that are close to my home.

I have good neighbors.

I have lived here for quite awhile.

I just like it out here, it's a nice area.

I just like the fact that it's a suburban community and schools are relatively good and the churches are good. The transportation issue is a little better than other parts of town.

I just like where I live, quality of life, and accessibility to things.

I just think that it is safe and people care about each other.

I know the neighbors and there isn't a lot of crime.

I like all of the families here they are my same age and we all have more in common with each other.

I like a couple of things I would say the park system, both Sandy and Draper do a good job with parks. I feel the area we live in is young with a lot of energy, there is a lot of development which brings new business.

I like how it is not in the heart of the valley but it seems to be growing and catching up.

I like it because it is pretty rural.

I like it partly because it is small and not as crowded as the rest of the valley. It is easy to get access to the Mayor and City Council and become part of the community. There are a lot of parks and that is adding to the community's overall quality.

I like just my neighbors.

I like living kind of rural. I like the peace and quiet out here.

Question 2. What, specifically, do you like most about your community?

I like my neighborhood we do a lot of community things together.

I like sitting on my front porch.

I like that the people are friendly.

I like that it's a tight-knit group.

I like that it doesn't have too many people and the neighbors are all good.

I like that it's new, people are always trying to make new friends.

I like that its out away from the bigger city where it's more crowded but still really close. Its kind of a rural area.

I like that it's quite.

I like that its safe and peaceful good schools good place for my kids to grow up I have stable reliable neighbors.

I like that my community has a small town atmosphere.

I like the area were I've been living for the last 30 years I like the area.

I like the city I think its great, love the people out here. It's clean.

I like the convenience of where we are I don't have to go downtown at all here.

I like the convenience to all of the amenities.

I like the fact that Sandy has put in streetlights throughout the community and there is a variety of shopping and restaurants close by and my grandchildren enjoy the schools.

I like the fact that we have a library and we can walk to some places, there's not much crime. I enjoy the people who live here.

I like the feeling of being able to walk out and not feel like there is a drug house on the corner.

I like the friendliness, and the fact that people still worry about and care about each other.

I like the lifestyle out here.

I like the little area I'm in, the little subdivision there are good people.

I like the location of it, and I like the fact that we don't get smog in Riverton when everybody in Salt Lake does.

I like the location we are in and the relatively openness.

I like the more rural feeling.

I like the neighborhood, I have good neighbors and I go to a good ward and it is comfortable.

I like the neighbors and where we live is nice. It's on the West Side so it doesn't seem to get much attention from the school district and Legislature.

I like the neighbors, there are a lot of good people who live here.

I like the open area, it's been very peaceful.

I like the open space and the rural atmosphere.

Question 2. What, specifically, do you like most about your community?

I like the open space.

I like the openness.

I like the people and just the area.

I like the people around here and the services we get.

I like the people because they are friendly.

I like the people I live around and the schools and shopping.

I like the people out here and I just like it out here.

I like the people. I think it's clean.

I like the philosophy of the development in Riverton, commercial vs. residential.

I like the quietness, pretty peaceful, I enjoy the neighbors.

I like the schools.

I like the schools I feel like Jordan School District is the best district.

I like the schools system and I like our neighborhood.

I like the serenity of it my kids can play in a safe environment in the parks. Our neighbors take pride in our property it has a great community center for the kids.

I like the services offered by my city and the quality of housing.

I like the small kind of close knit feeling we have here.

I like their city services.

I liked how it used to have a small town feel.

I live in a condo community. I'm very well taken care of, they have a good security system and all of the people who live here are fine people. The people that live in Riverton are also fine people. I have no complaint about where I live or who my associates are.

I live in a nice neighborhood and I have nice neighbors.

I live in Riverton so I like the smaller town aspects.

I live next to a farm, I like the rural feeling.

I live on a large lot.

I have lived here all my life.

I think it has a clean nice feeling I think alot of it has to do with the Mormon Church.

I think one of the things is that we don't have as much commercial business, it's homey.

I think that South Jordan is well kept, it's very clean and all the people are nice.

It's not urban sprawl so much there is still some small town.

I used to have wide-open spaces with no traffic but that is not how it is now.

I used to like that it was very rural.

Question 2. What, specifically, do you like most about your community?

I used to like the green space but it's all gone.

I used to like the lack of traffic it's close access.

I was born and raised here, it was small and nice. I like the neighborhood-type situation that exists here now.

I would say I like that it is a smaller city close to SLC.

It doesn't have a lot big or small homes in it's in the middle.

It doesn't have graffiti, I like the family atmosphere, and there are not a lot of problems.

It feels clean and safe to me out here.

It feels like a community.

It has a rural atmosphere.

It has a rural atmosphere and a lot of conveniences.

It has a rural feel but we don't have all the big city problems.

It has a small feel to it.

It has a country feel with open spaces still and everybody is very friendly.

It has a hometown feeling.

It has been a small community.

It has more of a rural flavor.

It is a good community, lots of family values.

It is a rural community but I like the fact that we are close to the mall, restaurants and grocery stores. I like the smell of the cows and the farmers mowing their hay.

It is small and not too big.

It is a very family oriented community with good schools.

It is a very personable place and everybody is friendly.

It is very quiet in the valley and it has nice homes and big lots.

It is away from Salt Lake City.

It is clean. (4)

It is clean I like having things close to me like the doctors, groceries, fire station, gas stations, and the mall.

It is clean and good and has friendly people I love it here.

It is clean and neat and there is no crime.

It is clean and peaceful, we don't have that much crime and it is run really well.

It is clean, organized and the crime rate is down, shopping is close and most of the people in my neighborhood take care of their places and their kids.

Question 2. What, specifically, do you like most about your community?

It is clean, we have good shopping facilities, and they are improving the road conditions.

It is family oriented.

It is far from Salt Lake.

It is farther from downtown and relatively low crime.

It is friendly quiet and feels safe.

It is more open and not as crowded.

It is more rural and countryside.

It is more upper class people, I believe they have better jobs and homes.

It is new.

It is not as developed as other parts of the county.

It is not so much commercialized, it has a smaller town feel.

It is partially out in the country.

It is pretty quiet. (6)

It is pretty well planned.

It is quiet and we have a beautiful view of the mountains.

It is quiet and clean and the neighbors.

It is quiet and it is not overpopulated.

It is quiet and the people are nice.

It is quiet, no gangs.

It is quiet. No traffic noises.

It is rural and it's close to all of the conveniences and the people are caring.

It is rural and relatively crime free.

It is small and friendly.

It is still a rural farm community.

It is still kind of small townish though it is growing rapidly and we don't seem to have quite the hustle and bustle of the bigger cities.

It is still rural and still has a small town attitude.

It is the sort of community that is part city and part country.

It is very clean and not overcrowded, nice neighbor hood and I don't feel threatened at night and I am safe.

It just seems like there is community spirit.

It is quieter quiet out this way.

It pretty quiet and not filled in with a bunch of houses.

Question 2. What, specifically, do you like most about your community?

It seems to be more peaceful, there are a lot of police.

It seems like people are together on a lot of issues and they are nice.

It seems really safe.

It seems unified.

It used to be a rural aspect that remained.

It used to be farther out.

It used to be more country, and this where I grew up.

It was the small government, it is what I did like.

It's a little bit more rural. We don't have any run down areas at all. It's a fairly new community.

It's a little bit quieter than some areas and less dense housing.

It's a little more open spaced, the houses aren't so closed in.

It's a little more rural.

It's a pretty safe area.

It's a rural atmosphere and seems a little safer.

It's a small city and has a little bit of business it's South Jordan so it's kind of rural and it's not too crowded but it has enough business to give you what you need to get by with.

It's a small community.

It's a step up, more affluent community. a host of things come with that, less crime, etc.

It's away from the big city, a nice neighborhood opposed to downtown crowds and run down homes.

It's brand new.

It's clean and close to shopping and a lot of good people are out here.

It's clean and friendly and I feel safe.

It's clean the homes are well kept.

It's clean, we have a lot of nice parks, low crime rate, and people are friendly.

It's close to the freeway and we have a bigger yard.

It's got enough people it doesn't seem like a country town but it isn't so crowded to seem like a metropolitan town.

It's just nice looking and nice people.

It's kind of quiet and laid back.

It's kind of sparsely populated.

It's kind of small.

It's location.

Question 2. What, specifically, do you like most about your community?

It's low crime no real problems.

It's more affluent than the ones in SL. It's nicer.

It's more of a rural area.

It's more rural.

It's more rural, there's less traffic.

It's not as densely populated because they restrict the amount of acres one can buy.

It's not in the city it's out of the city and it's quieter.

It's not inner city.

It's not like the big city. More suburban.

It's not predominantly LDS. I like the newness of it.

It's open, a lot of privacy, the lots are bigger so there's more land.

It's out of the way.

It's pretty quiet and pretty clean.

It's quiet. (5)

It's quiet and everybody pretty much knows everybody.

It's quiet and everything I need is right as far as retail.

It's quiet and safe.

It's quiet and you feel safe, and it's pretty.

It's quiet in the evening.

It's quiet, good people.

It's quite and it's nice. We have conveniences around the area but they are not so close that they are interfering.

It's quite, safe, good neighbors.

It's rural. (4)

It's rural quiet and people are wonderful.

It's safe and clean.

It's safe and high income so it's a nice community to live in because people take care of things.

It's secluded and it's apart from everything else more or less.

It's secure very little crime.

It's small. (2)

It's small, close and convenient.

It's small, urban. Not too crowded.

Question 2. What, specifically, do you like most about your community?

It's somewhat rural. (2)

It's somewhat rural and quiet and relatively free of gang activity.

It's sort of spread out, the houses are 25 to 50 yards apart.

It's still rural and we don't have a lot of traffic and yet it's not too far from the city to get to.

It's still small but close enough to the city.

Its very family oriented.

It's very friendly.

It's not real crowded.

It's a family oriented neighborhood. And there are a lot of parks there is not a lot of run down houses.

It's a good place to live.

It's a good place to raise a family. There is crime but it's not prevalent and doesn't happen a lot.

It's a good residential community, good people.

It's a little more rural.

It's a little smaller.

It's a small town.

It's a very close knit community where people will help and watch out for each other.

It's accessibility to everything like malls and hospitals, the government that we have around here are very family oriented.

It's a lot nicer homes nice people less commercial.

It's clean and comfortable.

It's clean and relatively quiet.

It's clean and relatively safe from crime.

It's clean and things are new.

It's clean orderly and well kept and relatively new.

It's clean the scenery is beautiful the streets are wide numbering system and close to shopping.

It's clean, the people are well-rounded and intelligent and hard working, good values. It's unique in that there is quite a bit of money.

It's cleaner and it's accessible to a lot of retail stores and restaurants.

It's cleanliness.

It's country.

It's a good LDS community we live in South Jordan.

It's got everything I want.

Question 2. What, specifically, do you like most about your community?

It's got less traffic it's quieter.

It's growing rapidly, bringing in a lot more stores, enterprise, and opportunities to the area.

It's in the country, away from a lot of the crime.

It's just good church going people most are LDS and I'm LDS I like that.

It's just low in theft and more laid back and not so hurried all the time, and you don't have to worry about all your neighbors.

It's just that it's a safe clean area, nice homes.

It's less crowded.

It's more country living and yet we are fairly close to shopping and all that.

It's more rural.

It's new area.

It's newer, facilities are newer, the homes are newer, it's convenient.

It's nice and clean not too crowded. There are people but it's not so noisy and loud all the time, no big parties or anything like that. It's just a little small house.

It's not a big community. It's quieter with fewer problems.

It's not a whole lot of apartments it's mostly houses I like that. I don't like all the traffic that apartments bring.

It's not as big as Salt Lake, smaller.

It's not as overcrowded, people are friendly, there is a lot of community involvement with people softball, baseball, soccer, and horses. Quite a lot of people involved with town activities

It's not commercialized.

It's not so urbanized.

It's not too crowded and it's big enough and there is not a lot of crime in the neighborhoods.

It's not too crowded, and not too big of a suburb.

It's pretty close knit. I feel pretty protected and safe, overall I think it's a nice place to live. Close proximity to everywhere we want to go.

It's quiet. (9)

It's quiet and it has a low crime rate.

It's quiet and small.

It's quiet it is well maintained, good neighbors.

It's quiet, little traffic.

It's quiet, there is a lot of open space around.

It's quiet and clean.

Question 2. What, specifically, do you like most about your community?

It's quite crime free.

It's relatively crime-free.

It's relatively new and quiet and the traffic isn't terrible and it's close to shopping.

It's rural. (2)

It's safe.

It's safe and it's close in proximity to everything, as in airport, downtown, south and north.

It's size is small I can get to my neighbors and get involved in city government and big enough that the services I need are available.

It's small.

It's smaller. There's not a whole lot of crime.

It's spread out more there's more room, most of us have half acres.

Its still kind of a small town, everything is close to where we're at.

It's still semi small.

It's still smaller. I live in a rural area of the city.

It's still somewhat rural.

It's very community oriented, crime is quite low. The quality of life is great.

It's well managed. I think the government is doing good with neighborhoods and issues like that. Streets are a problem there is too much traffic and not enough roads.

It's size.

I've lived here 32 years.

Just good people in general.

Just lots of families, family oriented.

Just moved in three weeks ago, it's quieter, friendly people.

Just my neighbors, and the schools are close by, commercial businesses are close by too.

Just that it's small kind of a close-knit small community.

Just the convenience shopping ease of getting on the highway.

Just the location.

Lack of crime. (2)

Lack of crime, not congested, availability of everything.

Lack of real heavy congestion.

Large lots. (4)

Large lots and the neighbors aren't too close together.

Larger lots and people are spread out further apart and the parks.

Question 2. What, specifically, do you like most about your community?

Larger lots, better maintained by owners.

Less crime, more quiet.

Less traffic. (2)

Less traffic and people are generally nice and cooperative.

Less violence.

Library.

Like the neighborhood.

Little slower pace, not as congested.

Lived here all my life.

Living in the country but being close to the city.

Location. (9)

Lot of good people, its safe.

Lots of kids.

Low crime. (5)

Low crime, good property values.

Low crime rate and clean community.

Low crime rate, retail outlets available.

Low crime rate, small town atmosphere.

Low crime, plenty of shopping access parks.

Low traffic, quiet neighborhood.

Low violence.

More farm town.

Friendlier than the last part of SLC. I like that my streets have a park strip instead of sidewalk and just street. I like bigger yards.

More open area and larger lots.

More quiet, and the friendliness of the people.

More rural.

More rural setting.

More space.

Most of the things I need are pretty close to where I live. I don't have to travel far.

Mostly new, clean, quiet.

My community is pretty quiet.

Question 2. What, specifically, do you like most about your community?

My family.

My location.

My neighborhood. (3)

My neighborhood is very friendly.

My neighbors. (7)

My neighbors, the cleanliness

My neighbors, closeness to shopping, away from the traffic and close to shopping and retail.
Really convenient.

My neighbors, the environment is really nice, property is big and the city government.

No comment. (35)

Neighborhood atmosphere.

Neighborhood is good so are the neighbors and location.

Neighborhood. (2)

Neighbors. (6)

Neighbors are pretty good except for one.

Neighbor's, housing development, neighborhood parks.

New.

New and clean.

New place, take care yards.

Newer, cleaner, and good schools and good location in the valley.

Nice houses, people are nice.

Nice neighborhoods and convenient to shopping and schools and things like that.

Nice neighborhoods clean.

Nice neighbors and nice people.

Nice people.

Nice to place to live.

No crime.

No crime, still has a good personal atmosphere.

No crimes the community is very sociable.

No gangs, no violent activity.

No high density housing

Not a lot crime.

Question 2. What, specifically, do you like most about your community?

Not a lot of businesses and it's more rural.

Not a lot of problems the other ones have i.e. gangs, better in that area.

Not a whole lot.

Not a lot of gangs or drugs.

Not as busy, not as many people.

Not as congested as the rest of the Salt Lake Valley area. The versatility of people around here.

Not congested, rural.

Not in the main part of town.

Not of lot of rift raft.

Not so crowded, crime is really low, schools are much better, and it is more a hometown community.

Not too crowded.

Not very crowded.

Nothing. (4)

Open areas. (4)

Open space, large lots, no light-rail, light rail cuts communities in half. Large houses, very family oriented. People are active in the schools, lots of stay at home moms; a lot of moms stay home with their kids, so they get more involved. Close to a lot of the highways and the Jordan River.

Open space, most people are farmers.

Open spaces and it is clean lots of inexpensive public events it is safe.

Openness.

Openness. Fire and police are right close to us.

Our house.

Our little neighborhood.

Our neighborhood and neighbors friendly neighbors who help each other.

Our neighborhood, our neighbors.

Our neighborhoods.

Our neighbors.

Our neighbors, we have a close knit neighborhood.

Our property sizes that we have. We are on half acres and whole acres out here in Riverton.

Our rural area.

Outside of SLC and neighborly good home owners association in my area.

Question 2. What, specifically, do you like most about your community?

Part of it is still rural.

Peaceful.

People. (4)

People are friendly. (3)

People are pretty well connected

People are wonderful out here; we are just a building city. I hope to like it when it is done.

People of community's standards.

People. They are friendly and safe.

People. They are friendly.

Pretty quiet.

Probably access to things were a little ways out but we can still get to things when we need too.

Probably just the quiet atmosphere, away from the hustle and bustle of the rest of the city.

Probably the people.

Probably their arts council and the art.

Progressive taxes.

Proximity to shopping freeway access.

Proximity to schools and churches and shopping.

Quiet suburban area.

Quiet. (9)

Quiet friendly.

Quiet peaceful family oriented.

Quiet peaceful neighborhoods.

Quiet, feels safe.

Quiet, low traffic.

Quiet, people keep up homes.

Quiet, private.

Quiet, relatively no crime, shopping is close.

Real friendly neighbors and feeling safe! Good people.

Real rural.

Really nice place to live.

Reasonably low crime rate.

Relative safety.

Question 2. What, specifically, do you like most about your community?

Relatively low crime rate, at least around where we live. Nice folks.

The neighbors.

Riverton baseball.

Riverton is informal and still kind of countrified and some space here. Not quite as developed as some of the other areas.

Rural. (6)

Rural area, openness.

Rural feel yet close to freeway, mall.

Rural, farming community. People friendly and care about each other.

Safe and a sense of caring.

Safe and clean.

Safe and quite.

Safe community.

Safe environment.

Safe I think

Safe, quiet, and great upkeep by neighbors.

Safety. (4)

School system, lot size and the residential developments, planned growth that is taking place seems to be well organized and thought out.

Schools, neighborhood.

Schools, our neighborhood, there is a lot of feeling of community. We feel really comfortable with our surroundings and we are near the shopping that we like. We have a very active neighborhood.

Schools. My daughter has enjoyed the schools she has gone to.

Security.

Security feels safe.

Security, I feel like there's police around the corner if you call. Public service is available. Late at night I see cops driving around it seems that they are watching for crime

Semi rural.

Semi rural atmosphere and safety.

Semi-rural, still smoking spaces.

Shopping and things like that are close.

Single house dwellings the peace that's here the government runs pretty smoothly.

Question 2. What, specifically, do you like most about your community?

Size.

Slower pace low-pressure lifestyle.

Small.

Small and bedroom community.

Small and upper scale. Our community is 30% income higher. Better care.

Small size.

Small town feel.

Small town feel of Draper.

Small town feel, slightly rural, but everything is close by.

Small town feel.

Small, close knit.

Smaller and more compact.

Smaller atmosphere.

So many friends in the area.

South Jordan is an upbeat community, very little low-income housing, safe place.

Space.

Still a little bit rural.

Still a little rural.

Still fairly rural.

Still not overly developed.

Still rural.

Still small.

Still small town atmosphere.

That it is generally quiet but close to downtown shopping.

That it is growing and progressing, and there are opportunities for people.

That it is somewhat of a rural setting.

That it is still slightly rural.

That it seems rural even though we have the city aspect so close.

That it still has some rural areas.

That it's close to a lot of things.

That it's friendly and there are nice homes around me.

That it's quiet and isolated.

Question 2. What, specifically, do you like most about your community?

That it's still a little bit rural.

That it's a smaller community.

That it's close to Salt Lake.

That it's fairly new.

That it's not West Valley, more rural.

That it's out of the way and far away from down town.

That it's small.

That it's still a little rural. A little country.

That they help each other out.

The nice people, it's clean, it's unclouded, friendly.

The administration, the mayor.

The age of the people here,

The appearance that there is a lack of gang activity because the kids are clean cut, low crime rate.

The area. (2)

The area, it's less busy.

The area where I live there is less traffic congestion and things like that. People are more open friendly and willing to help each other. Road access into our area from a light or different directions is really good.

The area's services.

The area, the people.

The atmosphere of positive people.

The atmosphere, the country living.

The Best Buy across the street.

The businesses are newer and well kept. The streets are clean.

The citizens the people who live here are very caring.

The city programs like sports and the library.

The cleanliness and how the homes are kept up.

The close unity with neighbors and involvement in activities.

The closeness of it, the community works well with each other, my neighbors and activities that you can get involved with.

The closeness of my neighbors. The friendship with my neighbors.

The closeness of the neighborhoods, and the schools.

Question 2. What, specifically, do you like most about your community?

The closeness and the recreation offered.

The cohesiveness.

The community activities, cultural productions and town days and such.

The community feel and the number of residents.

The community feeling.

The community is well designed.

The community was planned well with housing areas and we have a lot of families that are committed to maintaining and keeping a good area.

The camaraderie a sense of participation and ownership.

The convenience. (2)

The convenience to the freeway, and other amenities, and more of a country feel.

The country.

The country feels of the community.

The country open feels.

The distance from the city but still close enough.

The diversity.

The diversity of people here.

The expansion.

The extra support that we've gotten for arts through taxes, the new library, and new parks being created.

The fact that it is family oriented.

The fact that we are pretty much just one big neighborhood in this community.

The fact that we don't have big roads yet, we have an affluent community, and it is a little bit rural and that is what we like about it.

The fact that you can walk down the streets and be safe at night.

The family oriented community.

The feeling of the neighborhood.

The feeling of walking the streets at night and not worrying about it. Easy access to everything

The fields and it is a little more rural. There are not a lot of big roads and traffic.

The friendliness.

The friendliness and the closeness.

The friendliness of the people very nice people.

The friendly people and secure area.

Question 2. What, specifically, do you like most about your community?

The friendship that's present here, closeness of the people.

The goal of having a very clean community. I think the local government has done a very good job in leading our community.

The grocery stores are closer; they're starting to put more shops in the area.

The growth and the way they have made it growth controlled.

The horse property.

The housing is upgraded and high quality in the neighborhoods.

The housing.

The idea of it being a small growing town and it has a lot of people interested in its history. A community feel to it.

The irrigation water.

They just hired a new police department in the community. There is a lot of room.

The kind of people that live here. (2)

The kind of ruralness of it all.

The lack of busyness

The large size lots the small town feel is good too.

The larger lots.

The lifestyle. Kind of a bedroom community.

The living space, lack of appreciable crime, supportive government

The location. (6)

The location, everything is close.

The low crime. (2)

The mix of residential and business so you don't have to go far to shop and dine out etc.

The neighborhood. (3)

The neighborhood feeling.

The neighborhood is clean and safe.

The neighborhood is kept up really well. There are nice single family homes.

The neighborhood, good education.

The neighborhood, the hustle bustle and the traffic. It's a nice quiet community and not a lot of crime etc.

The neighborliness closeness friendliness and being able to trust the people.

The neighbors. (6)

The neighbors and neighborhood and the area.

Question 2. What, specifically, do you like most about your community?

The neighbors and the people that are there, the unity that we have got there.

The neighbors are friendly and it's close to shopping areas.

The neighbors are real friendly. Low crime rate.

The neighbors, the security that I feel. I am surrounded by a bunch of neighbors that have my same viewpoints.

The neighborhood is alive with friendliness.

The newer community, the landscaping is nice and they have a lot of parks. They have built the houses away from busy streets and there is major shopping near by.

They are non-judgmental. All very nice people

The City of Riverton is really good at city services community event such as parades and 4 of July fair.

The open areas. (5)

The open space where I live -- 1/2 acre lots and nice and quiet and have animals.

The open space with parks and not so much housing.

The open space, not crowded, everyone is fairly nice.

The openness and availability of activities in the community, and the neighbors.

The openness, friendly people.

The apparent lack of gang activity.

The overall environment, low crime, the school system is good.

The overall standard of living.

The parks. (3)

The parks shopping and proximity to my employment.

The peace and quiet.

The peaceful and quiet.

The people.

The people that live here, we're an older couple and there are a lot of really neat people here, we enjoy the services that we have.

The people. (20)

The people they are good neighbors.

The people are friendly.

The people are friendly and helpful.

The people are down-to-earth, but they are classy at the same time. Very friendly and people take care of each other here.

Question 2. What, specifically, do you like most about your community?

The people are friendly.

The people are nice and everything is close and handy.

The people are very friendly and it's a safe place.

The people are very friendly and nice.

The people are willing to help others.

The people are wonderful.

The people in it they are friendly.

The people that live here and the location

The people, the space (not as crowded as some areas),

The people. Good job of developing

The people. The way that the roads and everything is taken care of

The physical environment

The police department

The pride that people take in their environment

The proximity to stores and malls and things that are right here. The services are right here I don't have to go far for anything.

The quality of life and the services we receive.

The quality of real estate the views.

The quality of the education and mostly the good people.

The quality of the homes and the services available.

The quality of the housing.

The quality of the neighborhoods.

The quality of the people. (2)

The quiet atmosphere.

The quiet neighborhoods. (5)

The quiet safe neighborhoods.

The quietness and its pretty much crime free

The quietness and ruralness

The recreation programs for kids.

The residential factor, there is not much commercial or industrial.

The rural aspect.

The rural setting.

Question 2. What, specifically, do you like most about your community?

The rural area.

The rural area.

The rural area, the open space, and the bigger lots, and the schools.

The rural aspect. (18)

The rural land that is left

The rural nature. The place that I live, the houses are spread out from each other.

The feeling of being safe.

The safety. (2)

The Safety Factor, the convenient drive to get to places, and its pretty

The safety the overall community, it's a great neighborhood.

The schools. (2)

The schools and safety.

The schools are much better.

The sense of community.

The sense of security from crime.

The shops I guess.

The size. (2)

The small community feeling.

The small number of people that live here.

The small town atmosphere. (7)

The small town feel, not so crowded, crime free, and friendly.

The space. (2)

The open spaces, everything is not densely packed together or crowded.

The temple, the influence of it.

The things that there are to do. The theater the library the community events-activities.

The trees.

The type of people.

The view of the mountains.

The view, neighbors, location.

The water.

The way it is kept up. The low crime.

The way it was developed, with big lots.

Question 2. What, specifically, do you like most about your community?

The way the city has been laid out with large lots.

The young families.

There is still some open land around me.

There are a lot of cops around.

There are lots of parks in our area for children.

There are mostly new houses around.

There is lots of kids new schools it is clean.

There is low crime. Community activities and the neighbors are friendly.

There are not a lot of office buildings.

There are not a lot of people.

There is not as much violent activity as where I used to live.

There is not much to like.

There are not very many big businesses.

There's a little bit of open space still.

There's a little country atmosphere to it as opposed to the hustle and bustle of some communities.

There's a lot of involvement.

There's no crime, and it's a nice environment. The schools are good.

There are not a lot of people.

They are all young families.

They are looking forward and planning for the future good water transportation and a plan for downtown there's a concern with arts and historical preservation.

They are trying to keep it more of a residential community.

They have large families and they are teaching their children correctly.

They have parks and public amenities that are very substantial.

They seem to be progressive in taking care of the needs of the citizens and being up to date.

Unity of the community.

Used to be the quietness, good people.

Used to be wide-open land, save what's left.

Walking areas in the neighborhoods.

We are in a safer part of the community.

We are more rural and I like the openness better.

We can get irrigation water and secondary water.

Question 2. What, specifically, do you like most about your community?

We do have a rural atmosphere.

We have a very friendly neighborhood around here, pretty nice area to live.

We have the arts real close and the schools.

We have the Jordan River trail close by and large lots in rural area.

We have the small town feel.

We just like the atmosphere out here, a nice place; we live in a condo.

We like the rural atmosphere.

We like the schools and our neighbors there is a lot of charter school activity where we live.

We like the town and people.

We have lived out here for 30 years and it has been a great place to raise our family. I like the people.

We live in a condo and we just love it. We like our neighbors, and the city is still growing and there is a lot there.

We live in a good neighborhood the size and quality.

We live in an area where there are large yards you have to be on at least 1/3 of an acre. We don't have to have neighbors right next to us. Big yards friendly people.

We live in South Jordan, and we do have a great equestrian park, great parks, a great fair, and we don't get very involved with the government of South Jordan but we think they are doing a good job.

We live on a side road without a lot of traffic.

We live on the south side. It is quiet and well maintained.

We seem to have not very much crime.

We started the recycling program.

We still have a hometown flavor.

We have a safe environment with lower crime.

Well I like the friendliness of the people.

Well I've lived here for a long time I liked the way it used to be a small town.

Well, I like the openness. The wide spaces.

Were rural and we are growing a lot and we don't have a lot of problems. The kids seem to behave themselves pretty well. It is a close community.

Were still country.

What's left of the rural part of it.

Where are in an equestrian community.

Where I am in South Jordan. It is still kind of rural with farms around but still close to the city.

Question 2. What, specifically, do you like most about your community?

Where I live it is more rural.

Where it's located.

Wide open spaces.

You hear about crime in other parts, and that isn't happening here.

Young families are out here.

Young families my age here.

Question 3. What, specifically, do like least about your community?

A baptized church was coming, and a lot of people fought it. I thought that was rather crappy.
Freedom and religion just like having seminaries next to all of the high schools.

A community that live affluence tends to value image more than truth

A little crowded

A lot of the growth that doesn't seem to have much regulation the unsystematic way of land is developed

A new neighborhood-no new grocery store

All of us moving in

All the building. (2)

All the construction (18)

All the construction going on around 123 on freeway

All the new development. (2)

All the new growth.

All of the road construction. (14)

All the small lots being built around us.

All the tickets in South Jordan.

All the traffic.

All the traffic down Redwood Road. The congestion of the traffic while they try to get things straightened out.

Amount of people who live here.

Around a bunch of businesses.

At this point there needs to be more business.

Bureaucracy, too much government.

Because of our alienation. Public services, the fire department we have had several fires since we've lived here it just took them so long to respond.

Because of the growth, there is a lot of traffic and a lot of construction. Some of neighbors don't discipline their kids we have had a lot of crime.

Being built up.

Better management of the roads, and traffic congestion.

Building up too much, not enough schools for that.

Business.

Busy road.

Can't say that I have anything.

City government, they are awful.

Question 3. What, specifically, do like least about your community?

City ordinances for my fence.

City planners.

City planning.

City services.

City services are lacking.

City takes care of streets and lighting.

Civic leaders.

Close to Jordan River, there are a lot of mosquitoes and local government is non-responsive about it.

Community planning could be better about retail and urban places.

Commute.

Congested roads and water quality.

Congestion. (6)

Conservative.

Construction, a lot of it and it is growing.

Continual growth.

Cost of living is expensive here.

Crime. (3)

Crowded. (3)

Crowded and the distance to my work.

Current city council.

Currently, the construction everywhere, but that will end.

Damn street lamps.

Difficult access to all of the amenities.

Difficulty in transportation, very few roads getting in and out of here.

We don't have the services some of the bigger cities have. We just got our own police department but that's kind of been an issue.

Don't have much of a tax base.

Don't like the subdivisions.

Don't think it's very progressive.

Don't know. (31)

Don't like the people in the city government.

Environmental issues.

Question 3. What, specifically, do like least about your community?

Every other house looks the same.

Everybody's getting a little bit older so the average person is a little bit older.

Everyone is too naive and aren't as wary as the should be.

Expanded growth.

Far away from everything.

Far away from many activities.

Far from everything.

Farmlands.

Fast growing.

Fast growth, getting overgrown.

Fast-growth.

Filling in with more people.

Flies, it's growing too quick and road construction.

For the past 5 years we have been promised a playground and equipment and we haven't gotten it.

Foreclosed properties.

Freeway is too close. (2)

Getting crowded. (3)

Getting too much traffic.

Gossip.

Government operation.

Government officials.

Government.

Graffiti, there are always police cars in our apartment complex.

Growing. (10)

Growing and doesn't have the small community atmosphere anymore.

Growing community, but it'll get better.

Growing development.

Has no parks baseball parks or football.

Hate they way they gather my garbage.

Heavy traffic.

High density housing.

High property taxes.

Question 3. What, specifically, do like least about your community?

High taxes. (3)

Well there are a lot of speeders on the neighborhood roads.

How crowded it is and the construction.

How fast it is growing. (3)

How strong the LDS faith is in the community.

It's beginning to grow I like the country life.

I can't afford a bigger house.

I dislike that we don't have an all purpose store such as Wal-Mart. I dislike that we don't have a recreation center with a pool.

I don't agree with the way the government is handling the growth here. It seems to be haphazard.

I don't have streetlights on my street yet and I would like some.

I don't know anybody.

I don't like how everyone is so uptight, some people are even rude, and they are all Mormon.

I don't like the construction.

I don't really like the city I live in. The administration of our city.

I don't think there is anything.

I don't like being so far away from everything that is downtown.

I don't like how there is an only one swimming pool. The regulations for upkeep of yards needs to be stricter.

I don't like how they seem to build wherever they want to build. They'll put up a house then a house in back of it. It doesn't seem like the zoning is good. The quality of the homes isn't good, the quality a lot of them anyway.

I don't like some of the choices that they are making to put in high density housing in certain places.

I don't like the municipal guidance, the way that the city government restricts people with what they can do to their yards and homes.

I don't like the traffic snarls outside of that its fine. Its close to White City its on 7th East there's lots of cars facing 7th East which is crummy looking.

I don't really not like anything, it dusty.

I don't think I have anything I don't like about it.

I don't think the government is progressing much with road construction and recreation.

I feel like the city council and mayor pays more attention to the business end than the residential end. They spend their money in business and don't pay as much attention too residential.

I hadn't thought about things like that.

Question 3. What, specifically, do like least about your community?

I have to drive a distance to get anywhere.

I have to drive far to grocery store.

I think road congestion and construction and lack of major stores on the west side of I-15 until you get to it there just isn't anything really close, any major stores.

I think that there are some picky ordinances that have been enacted that are a nuisance to the residences.

I think the police officers have a reputation for being *&*&*&*

I wish I had more streetlights.

I wish there were more big retailers.

I wish they would require people too keep their yards up and not just recommend it.

I would like to see more police patrolling.

I would say the retail aspect.

I would say the traffic.

I'm so sick of construction I could scream. But it's something that has to be done. But it's every place you go. It doesn't matter where we go--Redwood, 126th South, 13th West, everywhere is dug up; putting in new pipes for something, making a new lane out of 126th, closing 13th West again for pipes they should have put in years ago. And the traffic is just awful. We don't have enough stop signs and red lights. But they tell us that costs a lot of money and they can't afford it.

I've had teenage vandalism happening lately.

I have to go out of our community to go shopping, and to eat etc.

I'd probably say the lack of diversity.

In our community there is nothing but dead end streets we have a big Catholic school on 210 East and 118th South morning and afternoon traffic is bumper to bumper school traffic if 3rd East was completed down to 123rd South the traffic problem would be diminished.

Increase in taxes and utilities and their fees.

Increased traffic. (2)

Infiltration of schools. The number of schools--too low. We have people who are bused in from South Mountain to go to Alta High School. In my opinion they should have built a high school close to South Mountain.

Inflexibility of the zoning.

It has gotten too big.

It has grown so much.

It is becoming more and more urban.

It is being developed too fast.

It is far away from downtown

Question 3. What, specifically, do like least about your community?

It is getting heavily populated, too much traffic.

It is growing bigger.

It is growing rapidly

It is growing too fast and the water pressure.

It is growing too fast. (2)

It is in the dessert so there is not as much green as I would like, and we don't have the ocean.

It is kind of far out here, long distance.

It is new and because of the construction it is hard to get to places you have to go about 5 miles to go to a store.

It is not very diverse.

It is overbuilt with homes.

It is starting to get crowded.

It is too far from the city.

It's a ways from downtown.

Its all pretty good.

It's becoming different and they are now allowing high density housing and I'm not used to that. I'm afraid it's going to change the community. I don't like that Kennecott had polluted our water so we have to buy our water and because we don't control it our price could go up and it's already high as it is.

It's becoming more populated.

It's brand new so there's no retail; we're forever away from everything.

It's far away from town.

It's getting big. The people and the traffic. It's just hard to get around when there's more cars.

It's getting crowded.

It's getting difficult to get home because of all of the road construction.

It's getting too full. It's really growing up fast, they've taken up all of the farmland and putting up homes. I think they are over building areas in this whole valley.

It's gotten too rich.

It's growing.

It's growing fast. (7)

It's growing too big.

It's growing very rapidly and there is starting to get a feel of congestion here.

It's not high tech enough, in my area there's no broadband the cabling that's laid out here makes it very difficult for landscaping.

Question 3. What, specifically, do like least about your community?

It's not lit up enough at night it's too dark.

It's not very diverse.

It's a census.

It's a little crowded.

It's all run by the County and doesn't have its own police.

It's always under construction.

Its becoming more populated.

It's becoming over crowded.

Its distance from Salt Lake City Center, it could have closer schools too.

It's far away from town.

It's getting bigger.

It's getting too busy.

It's growing so much.

It's kind of far away.

It's overpopulated, and severely bad water pressure.

It's pretty far from town.

It's quite a ways out.

It's small.

It's sort of a cookie cutter neighborhood.

It's starting to do too much development.

It's too crowded.

It's too quiet.

Just all the construction going around.

Juvenile delinquents.

Lack of a tax base.

Lack of commercial development.

Lack of diversity.

Lack of long range planning for growth.

Lack of neighborliness.

Lack of planning for growth.

Lack of planning. (3)

Lack of planning for transportation.

Lack of road maintenance.

Question 3. What, specifically, do like least about your community?

Lack of schools.

Lack of shopping malls, businesses.

Lack of some good shopping stuff.

Lack of stores.

Lake of planning.

LDS influence.

Leadership.

Like every place it's getting too crowded.

Little kids.

Lot of construction, bad traffic you could say.

Lots of road construction.

More compassion from the police.

Mostly the lack of youth in the area, we have kind of older families.

My city government.

My mayor.

My neighbor's yappy dogs.

My water.

No comment. (102)

New.

New construction.

No bus service.

No businesses

No grocery stores or gas stations.

No grocery stores.

No jogging trails.

No liquor store!

No recreation center. Community center.

No restaurants that are the sit down type.

No sympathy.

No TRAX access.

No trees.

Noise. (3)

Nosiness of neighbors.

Question 3. What, specifically, do like least about your community?

Not a lot of retail stores available.

Not access to good shopping, restaurants.

Not as close to stores.

Not developed as well, it's still new.

Not enough businesses, I have to take my business away from my city.

Not enough businesses.

Not enough concern for speeding n neighborhoods.

Not enough garbage days.

Not enough parking.

Not enough places to shop.

Not enough police watch.

Not enough schools.

Not enough schools, traffic congestion, homes up high on the mountains ruining the view.

Not enough streetlights.

Not enough stores, I have to travel too far.

Not enough trees.

Not enough variety of homes big and small.

Not everyone in my community goes to the same school.

Not feeling comfortable having my children play outside.

Not very diverse.

Nothing. (34)

Oh the high utility bills.

Open spaces being sold.

Our city leaders are trying to add high-density housing to our area.

Our city council.

Our mayor. I think our community ends up being a bedroom community with a lot of houses, so our taxes are higher. He doesn't do a lot to increase business unless it benefits him.

Our taxes.

Our water.

Our water raid.

Overcrowding.

People.

People we've elected.

Question 3. What, specifically, do like least about your community?

People who drive their cars too fast up our street.

People's dogs running around my yard.

Planes flying over it.

Planning.

People categorize each other.

Police department SLC sheriffs provided instead.

Politicians.

Politics. (3)

Politics are almost like a blood sport, we need more civility in the government.

Politics, lack of business and revenue from businesses, planning isn't very well and the water is bad.

Poor leadership.

Probably a lack of diversity.

Probably all the roads are under construction right now.

Probably how much property costs.

Probably not enough businesses here.

Probably not enough parks and skate parks close to my home.

Probably some of the older areas need to be cleaned up and improved a bit.

Probably that it is still in development not totally settled.

Probably the class sizes in schools.

Probably the growth.

Probably the traffic.

Probably the traffic congestion.

Probably, I don't know.

Probably the politics.

Property taxes.

Property taxes seem to be high and have increased; roads (congestion) have not kept up with growth and development.

Property taxes went up.

Public utility service on this level.

Quality of education.

Rapid growth.

Recently our city and water and tax bills.

Question 3. What, specifically, do like least about your community?

Religious beliefs.

Religious overtones.

Remote.

Rental.

Republicans.

Right now the road construction that's been going on.

Road congestion traffic.

Road construction, after the Olympics I can't believe we are still having a problem with it. It is horrible that they rip up all of the main roads and their tributaries.

Road construction and growth.

Road planning in getting in and out of neighborhoods is very poor.

Road repair -you can't get there sometimes -- 106th South and Redwood Road and 13th West.

Roads. (2)

Schools could be better.

Schools, roads.

Schools, the location of schools, lack of schools.

Secondary water.

Segments of this society make you feel like if you're not part of them they don't make you feel welcome.

Skunks and some of the city leaders don't listen well to what people want and need. They kind of have an uppity attitude.

Slow in letting new businesses come in, attracting new business.

Small tax base.

Small town politics that have carried over from generations past.

Smaller city, so there is less funding in some areas, like schools, and buildings that the city doesn't have, like no arts theater, or very new buildings.

Some of the old time politics.

Some of the local laws.

Some of the new laws that are being put into place.

Some of the people move out here to get out of town and end up not liking the animals around here.

Some of the political issues, people fighting against having a tax base.

Some of the services like the Fire Department.

Some people don't follow rules.

Question 3. What, specifically, do like least about your community?

Some people take too long to get their yards in and their houses built.

Some yards are not kept up.

Sometimes the religion is a little overbearing.

Spiders.

Strong religious influence.

Surrounding communities.

Taxes. (10)

Taxes are too high.

Taxes are WAY too high. Property taxes.

Taxes, I don't like to pay for all that good stuff. I have the biggest problem with government they get out of control so easily and quickly and lose perception of their mission.

Teenagers driving down the street too fast.

The blossoming traffic the amount is exploding where I live.

The construction of the roads.

The lack of tack space.

Tends to be very closed to cultural differences.

That all of the construction is not done yet and there is a lot of dust blowing around.

That dumb building.

That it is a long ways from downtown.

That it is getting more congested.

That it is growing.

That it is growing dramatically.

That it is growing so rapidly busy traffic.

That it keeps growing.

That it's building up too fast.

That it's getting more like the city. More people are moving in, the growth.

That it's growing.

That it's all LDS there's not enough diversity (ethnic or religious).

That it's growing in industry and business.

That it's new; there is lots of dirt from construction.

That it's not crowded, that there are friendly people.

That it's so far from downtown.

That there aren't many shopping places not like a Walmart and convenient shopping.

Question 3. What, specifically, do like least about your community?

That there's White City next to us I don't think they the maintenance up on their houses and care for them.

That there's one dominant religion.

That they are going to develop Corner Canyon.

That they are putting all the commercial zones around us.

That they are taking away our country atmosphere.

That they are tearing everything down.

That they keep building more subdivision and it's getting more crowded and traffic is bad.

That we have changed to Draper police Salt Lake County Police is better.

That's hard I like it so much here. We live really close to 126th South. It's busy, and I don't think it has enough lights/crosswalks.

That it's fairly new its good and bad.

The ability to get around you have to have a car were I live.

The administration.

The age of the buildings.

The amount of houses being built around me.

The amount of traffic and busy nature.

The apartment buildings going up.

The apartment complexes, and the building that's going on.

The aspect that growth brings, congestion.

The barn smell.

The big government.

The building that is going on.

The building up.

The building. The growth.

The buildup and growth.

The cars that roar up and down the street and the kids in the street.

The covenant codes and restrictions.

The changes that are being made for increased housing and small 1/4-acre lots -- it was supposed to be larger lots.

The city council I think makes poor decisions.

The city council is always fighting.

The city expenditures, all the money we pay for streetlights goes to light the new subdivisions.

The same goes for the secondary water, they doubled our water fee and 2 weeks later the

Question 3. What, specifically, do like least about your community?

water system went down, we only had 3 months worth of water instead of 5 or 6 months water for irrigation.

The city government. (3)

The city maintenance.

The city support.

The clay soils that I have to grow my gardens in.

The close proximity of the neighbors.

The commute.

The condition of the roads.

The congestion. The people in office right now.

The conservatism.

The constant road construction.

The construction all the time.

The road construction going on. (26)

The construction that is going on Redwood Road.

The cookie cutter houses.

The crowded schools.

The developers coming in and telling the communities what we need to have as far development.

The development that is going on.

The distance from downtown.

The distance from downtown Salt Lake.

The dominant religion.

The Draper City Council doesn't represent my area of Draper as well as they should.

The drinking water.

The drugs.

The education could be better.

The excessive city ordinances.

The fact that I can't get out of here because of construction.

The fact that if I want to go to a Target or Walmart I have to leave my city.

The fact that it is growing. (2)

The fact that it is growing too fast and because of that they don't have descent housing for those that can't afford, for the middle income people.

Question 3. What, specifically, do like least about your community?

The fact that it's growing so rapidly.

The fact that the kids have to be bussed to school.

The fact that there's no sidewalk on the North side of 110th South.

The fact that they are trying to make this area with a major freeway going through it.

The fact that we don't have enough activity things, we have some but not enough.

The freeway construction.

The geography.

The government doesn't listen to its citizens.

The growth. (15)

The growth and congestion that is being caused.

The growth of the Auto Mall.

The growth rates and traffic.

The growth that's happening.

The growth.

The hard water.

The high cost of water.

The high property taxes that keep going up and up and up.

The high taxes. (3)

The high taxes. High property taxes.

The higher density housing where they are putting it.

The higher taxes because of it.

The houses are a little too close together.

The housing density.

The fact that it's growing so fast.

The increase of traffic.

The increased traffic of late.

The lack of a shopping center.

The lack of adequate transportation corridors.

The lack of diversity.

The lack of government service locally.

The lack of political intention.

The lack of public service.

The lack of shopping available.

Question 3. What, specifically, do like least about your community?

The lights are very bright at night from the lights from the car dealerships on State Street; it effects us quite a lot.

The loss of that space.

The main town location and what's offered there.

The mobile home park association that I am associated with.

The multifamily dwellings around here that they are putting in, like apartments and things.

The municipal government.

The new roads they are making, it makes it a little painful.

The noise.

The opposition to upgrade or change, modernization.

The ordinance enforcers.

The out of control development.

The over-aggressive police department.

The overcrowding.

The overcrowding, people want to have big condos that lead to social problems. They don't have a cat to feed or a lawn to mow so they just hang out and cause trouble.

The people are a little more different here, they treat you with some disrespect when driving and in the neighborhood.

The people moving in.

The people that lie in the government.

The people that can't handle their kids and they get in trouble.

The people who run it don't have a very good plan about roads and stuff.

The people who speed on 13th and 106th.

The people. It is getting more crowded than a rural area.

The planning and zoning people have been quiet hard in the past for me.

The planning of roads, schools, commercial, residential.

The police department.

The police dept. I don't think it is great in the South Jordan area.

The political leaders.

The politicians.

The politicians seem to be willing to sell off the mountaintops and canyons.

The politicians, I live in Riverton and they're trying to fill it up with high-density housing. The politicians are idiots.

The politics. (3)

Question 3. What, specifically, do like least about your community?

The pollution.

The population growth.

The population's coming out here. They're doing a lot of building now.

The predominant religion.

The price of the utilities.

The property tax. (2)

The public transportation.

The quality of the soil and the water especially the irrigation.

The quality of water.

The rapid growth.

The rate of growth is a little too rapid.

The recent influx of buildings, fast food joints, and other franchise type businesses.

The religion, the heat.

The religious influence.

The road construction that is going on. (4)

The roads are inadequate.

The roads are not adequate enough to handle all the traffic.

The roads could be better and wider, we are growing and the roads are not keeping up.

The roads it's too crowded they built too fast.

The roads need to be repaired.

The roads they are in bad repair.

The roads. (7)

The rule sand laws are not conducive to private homeowners there cannot be a weed out of place and no fences in front yards.

The school situation. They bus my kids past a lot of elementary schools to take them somewhere else. We don't go to schools as a neighborhood.

The school social hall.

The school system.

The schools. (2)

The schools are a little bit crowded.

The seemingly lack of cooperation with businesses to help build our tax base.

The smell of cattle.

The soil is difficult to grow anything.

Question 3. What, specifically, do like least about your community?

The streetlights.

The streets and roads.

The subdivisions that are going up.

The taxes and the elected officials not listening to the constituency.

The taxes are too high.

The taxes. (5)

The teenagers.

The telephone and cable services are blaming each other for stuff being slow to happen like availability of service.

The traffic we have a lot of heavy traffic.

The traffic and the road construction.

The traffic coming from Harmon's.

The traffic congestion. (2)

The traffic is getting pretty bad.

The traffic on 106th.

The traffic, you can't get anywhere. The roads and traffic are bad.

The transportation in the area.

The transportation is bad but getting better.

The trash, the uncleanness sometimes.

The underpass is under construction

The utility taxes are a little higher here. A lot more people are moving here

The utilities are getting high.

The water. (11)

The water has a lot of hard minerals.

The water is horrible. It is hard (even with water softener), it tastes awful.

The water is nasty.

The water pressure.

The water problem and water shares.

The way the city is run mainly.

The way they waste water.

The weather. (2)

The wind. (4)

Question 3. What, specifically, do like least about your community?

Their apathy to the people that live here, more so to the businesses instead of the people that live here.

There are a few homes near us that are rundown and not kept up to code.

There are hardly any sidewalks and a lot of construction right now.

There are not very many restaurants.

There are so many people.

There aren't very many non-Mormons around but the Mormons who are around don't seem to mind if we're not Mormon.

There is a little bit of speeding up and down the road.

There is getting to be too much traffic for the roads.

There are no real shops in here.

There is not enough good restaurants or nice stores.

There is not enough public transit nearby.

There isn't an awful lot.

They're over regulating things. As in what you can do with your property, what kind of buildings you can put on it, what color of paint, everything.

There are a lot of children and churches and more narrow-minded people out here.

There's no community center where I live.

There are not a lot of trees here.

There are not a whole lot of shopping centers.

There's not much diversity.

There is a lot of people moving in, lots of kids. Its getting bigger and bigger.

There's nothing.

Threes too many people. Threes more people in S. Jordan now than there was in the whole county.

They are building too many apartments - too many plans to build them.

They are eating up all of our green space.

They are starting to put in big roads, and it is breaking up our families and neighborhoods, and we want to keep the bid roads out.

They are tearing down all our old buildings.

They city planning the choice of businesses they are allowing to come in.

They don't have a lot of retail stores like Walmart or Target.

The fact that we live just above State Street and 114th South and the intersection is too small. It needs improvement.

Question 3. What, specifically, do like least about your community?

They have too many houses.

They want to put in more high-density housing.

The way that its grown, 6 times bigger than it used to be.

They're trying to make it high tech.

Think better for people.

Thoughtful planning.

Threat of additional roads.

Too big.

Too busy on the main roads.

Too close to a trailer park.

Too crowded traffic is a terrible situation.

Too many church going folk.

Too many dogs.

Too many houses too close together, too crowded.

Too many multi family dwellings are being built.

Too many people. (4)

Too many people and too much traffic and noise.

Too many people are moving in.

Too many people moving out here.

Too many police officers. It's more like living in a speed trap.

Too much construction.

Too much construction on roads.

Too much domination by the largest church.

Too much growth and too many people now, I used to have an acre in the country. And the property taxes are way too high.

Too much population growth.

Too small of lots to build a house on.

Traffic. (57)

Traffic it gets backed up along our street.

Traffic and bad roads.

Traffic and road construction.

Traffic and they are starting to build heavy out here.

Traffic congestion. (4)

Question 3. What, specifically, do like least about your community?

Traffic congestion, noise.

Traffic pains.

Traffic problems.

Traffic situation.

Traffic the speed they drive.

Traffic, and people moving in.

Traffic, busy traffic.

Traffic, not enough restaurants.

Traffic, road, access in and out.

Traffic, construction, its growing pains, property taxes also.

Transportation.

TRAX hasn't come down this far yet.

Trying to get out on the main roads, with all this construction. You have to wait.

Urban sprawl.

Very far away from shopping, it's at least 15-20 min to go shopping.

Water. (6)

Water it's very hard. (2)

Water prices and the government.

Water problems.

Water situation.

Water wastage.

Ways the City Council goes ahead and passes fees after everyone has left the meeting.

We are lacking in services but they are bringing them in.

We are too close to Kennecott.

We need a new post office.

We only have one fire station.

We really don't have a decent mass transit system here.

We would like property taxes to be lower but that is what keeps our community more isolated so

I am not that critical on it. High utilities may be the worst thing out here.

Well I guess that the farmland is filling up with houses.

Well I don't think the city listened to the people, the government knows what they want they don't take into consideration what people want.

We're in the process of trying to solve the water problem; the community didn't plan enough.

Question 3. What, specifically, do like least about your community?

When people try to get things done, they don't have much say.

When we vote we have 5 districts and we can't even vote right and I hate it, it isn't right.

Where it's located.

Question 22. If you had a question or comment that you wanted to share with transportation planners, what method would you prefer to use to communicate those comments?

800 number.

A city council meeting or the telephone.

A combination of e-mail and public meeting.

A community meeting. (2)

A direct phone line or e-mail.

A handout I guess.

A hot line that would record my message and talk to somebody.

A letter. (61)

A meeting. (7)

A meeting, face to face.

A newsletter.

A phone call. (187)

A questionnaire.

A survey.

A telephone or in person.

A website, e-mail.

Any method besides what they are doing now. I just had a survey a little while ago so it is redundant. A source where we could give feedback and they would listen.

At a city forum or e-mail.

Better coordinate with the utilities.

By e-mail. (312)

By letter or e-mail.

By phone or letter.

By phone or mail.

By telephone call one of the offices.

By telephone or letter.

By telephone or mail probably.

Call office directly.

Call or e-mail. (7)

Call the governor's office.

Call them direct and talk to them personally and at meetings.

Call them or email them.

Question 22. If you had a question or comment that you wanted to share with transportation planners, what method would you prefer to use to communicate those comments?

Call them or write them.

Call them up and talk to them if I could.

Car.

City council meetings.

Comments in the paper I'd write the paper.

Committee meeting.

Community meeting. (5)

Community meeting and e-mail. (2)

Community meeting or city council or a survey.

Community meeting or something where they can meet with city officials.

Community meeting, calls them direct.

Community meetings or telephone calls.

Community newsletters are great. Internet is an excellent source.

Direct. (4)

Direct communication, phones or in person.

Direct email or phone calls.

Direct letter, or if they had a meeting I knew about I would ask to go to the meeting

Direct mail or meetings.

Don't know. (27)

Drop box or somewhere we could write.

E-mail or telephone.

E-mail survey.

E-mail, or Internet.

E-mail, letter, phone call.

E-mail and town meetings.

E-mail call them.

E-mail or a letter.

E-mail or Internet.

E-mail or letter. (4)

E-mail or some kind of a meeting.

E-mail or telephone. (8)

Question 22. If you had a question or comment that you wanted to share with transportation planners, what method would you prefer to use to communicate those comments?

E-mail or the Internet. (2)

E-mail or website. (3)

E-mail site that I could use, I would use it to find out why they don't get TRAX out to the west side, there would be a lot to use it, and would break down a lot of the traffic.

Either by written word or phone.

Either telephone or write a letter.

Electrical bills.

Electronic or written.

Email a toll free information or comment.

Email Internet.

Email or by phone or word of mouth.

Email or the website.

Face to face. (6)

Friendly message, telephone.

Get Gephardt on Channel 2.

Get the construction over with and an 11400 South exit on I-15 needs to be completed.

Get together and do better planning, less headaches for drivers lets us know what to do and how long.

Go to a meeting. (3)

Go to city or state officials.

Go to my city council first.

Go to the city county building.

Go to the meeting or write a letter.

Go to UDOT.

Hot line.

I am a hermit.

I definitely think they ought to have the light rail on the west side of the valley in this community.

I don't have any comments.

I guess I would do the email its easy to remember.

I not sure that there is a way.

I prefer email, if I had their information to send it to.

I probably would use the telephone.

Question 22. If you had a question or comment that you wanted to share with transportation planners, what method would you prefer to use to communicate those comments?

I think it would be helpful to have a comment box on a web page, or a phone number.

I think they're doing what they need to do. Continue to improve east-west corridors.

I would call them up. I called them up about a traffic light, my son had to cross a street to get to the bus and it was a really scary road, and finally they put a crosswalk in and then a traffic light it took two years but I am very grateful.

I would contact a local authority. Either by mail, email or phone

I would go to a meeting. I have written letters and they don't respond at all.

I would like to do it directly; they need to give us a designated time to call so when we call we can talk to a warm body who cares about what we are talking about. It would help to have people representatives of each community so they know what the situation is and what we are talking about.

I would like to make a phone call directly to their office.

I would probably go see them in person.

I would probably email them. Or call them.

I would say public meetings.

I would say utility bill if it had contact number that we could call back that would be the best way for me to do it cause everyone looks at bills.

I would use the toll free telephone.

I would write or telephone them.

I would write them a letter so it would be by mail or email. Either one.

I'd probably communicate through the editorial pages or the newspaper.

I'd probably go directly to them.

I'd fill out a questionnaire I guess.

I'd probably call them or email.

I'd send a letter through the mail.

If I had the right email for them I would email. Otherwise I would phone.

In person. (3)

In person or email.

Internet. (50)

Internet and phone call.

Internet e-mail. (5)

Internet or phone. (3)

Internet that I could access quick, that is I don't have to hunt for it.

Question 22. If you had a question or comment that you wanted to share with transportation planners, what method would you prefer to use to communicate those comments?

Internet website.

Internet or direct mail.

Internet.

Invite me to a small group, 10 or fewer people, and have an open ended discussion.

It would be nice to have a web page with people's comments.

I've called UTA several times and told them that they need busses out here but I never get a reply.

Land to accommodate our needs for forty years into the future.

Letter or phone call.

Letter or telephone, probably telephone.

Letter or try to talk to them in person.

Letters. public meetings

Like in person

Mail. (17)

Mail or email.

Mail or community meeting.

Mail or phone.

Mail, in letters.

Mail, or phone.

Make a phone call.

Maybe through the Internet.

Meet personally or phone.

Meeting. (5)

Meetings they were having or write letters.

Most likely be direct mail or phone.

Mouth to mouth.

My first thought is email.

No comment. (25)

Newspaper.

Newspaper or letter, or I guess in could phone them.

Newspaper or maybe even the media.

No idea. (2)

Question 22. If you had a question or comment that you wanted to share with transportation planners, what method would you prefer to use to communicate those comments?

None. (2)

Not sure but probably email.

On the Internet, email.

On the phone or write a letter.

On the telephone or a city meeting.

Open forum.

Open house or a letter.

Open meetings and surveys or written responses that they prepared.

Petitions.

Pen and paper.

Personal. (2)

Personal call if possible email if that wasn't possible.

Personal contact.

Personal contact through a public meeting.

Personal meeting. (2)

Personal phone calls.

Phone, or email. (9)

Phone call and email as a second choice.

Phone call or letter.

Phone call, maybe an e-mail.

Phone calls e-mail public meetings.

Phone or Internet.

Phone or letter.

Phone. Mail would be good too.

Phone line to leave message, or email/website and get a response back.

Prefer to talk to them but they are good at hiding.

Probably direct mail with a phone number that I could respond too, or a survey.

Probably phone calls.

Probably word of mouth.

Probably telephone or letter.

Probably a letter or email.

Question 22. If you had a question or comment that you wanted to share with transportation planners, what method would you prefer to use to communicate those comments?

Probably a phone call.

Probably a survey.

Probably a town meeting.

Probably attend meetings or telephone calls.

Probably by phone or mail.

Probably by telephone.

Probably call them.

Probably direct communication—telephone.

Probably e-mail or a phone call if there was somewhere to call.

Probably email or letter.

Probably email. Or telephone.

Probably newspaper editorial.

Probably speaking directly.

Probably telephone the only communication I have.

Probably town meetings.

Probably wouldn't.

Probably written.

Probably meeting or email.

Probably by mail or email. Internet.

Probably email or like some Internet way.

Probably either email or telephone.

Public forum.

Public meeting. (12)

Public open houses where I would be interested to go.

Questionnaire.

Radio.

Show up at a city meeting.

Something that would be heard.

Speaking with them.

Specifically transportation, I think the TRAX light rail should go to more areas of commerce. I don't know why they stopped it at 90th South when they should have gone to South Towne

Question 22. If you had a question or comment that you wanted to share with transportation planners, what method would you prefer to use to communicate those comments?

mall. Just being familiar with light rail in other cities I see it going from shopping districts to downtown to malls. They made a mistake not running it from State Street to I-15

Survey.

Talk to a human being not computer.

Talk to my state representative. Or I could go to the council meetings.

Talking to the straight to their face.

Talking with them directly.

Telephone or mail.

Telephone call first and Internet (e-mail).

Telephone or letter. (4)

Telephone or mail.

Telephone, I like a two-way response.

Telephone, E-mail, or direct mail.

Television. (2)

The #1 problem with the construction is the people who are speeding when they are not supposed to. There should be more control especially where they are doing all this construction work.

The builders in our area.

The Internet via email.

The public meeting method.

The suggestion box at community hall.

The telephone call the people who are in charge of the roads and tell them they have there head up u know what.

They don't listen to you anyway. I would like to set them down in a chair and stand over them and tell them how it is. They make their plans and come to the public for a rubber stamp.

They need to work faster to get it accomplished instead of a ten or fifteen-year master plan.

Through city meetings.

Through e-mail or website.

Through meetings or just calling them up.

Through the politically active people in the neighborhood.

Toll free number.

Town meetings. (3)

Town meetings that usually don't work and writing letters and e-mail.

Question 22. If you had a question or comment that you wanted to share with transportation planners, what method would you prefer to use to communicate those comments?

Try to do email.

Verbal. (6)

We need a lot more access to this in my area. Letter to them or direct talking.

We've been to some of the community meetings on that.

Web or email.

Web site. (8)

Website or e-mail. (2)

Word of mouth.

Write it down and send it to them.

Write to them either e-mail or letters.

Question 28. How often do you use the following methods of travel within the study area? (Other responses)

Daily - Automobile. (377)

Daily - Running.

Weekly – Automobile. (34)

Weekly - TRAX. (4)

Weekly - Car and bus.

Weekly - Car, light rail.

Weekly - We have scooters.

Weekly - Kayaking and running.

Monthly – Automobile. (12)

Monthly – TRAX. (35)

Monthly – Scooters.

Monthly - 4 wheel ATV.

Yearly – TRAX. (19)

Yearly - Train.

I wish TRAX was out here.

I would use TRAX.

Rollerblade. (2)

TRAX, car. (2)

No comment. (2)

Question 36. What specific transportation issues within the Study Area are of most concern to you?

104 South Redwood.

104th from Bangerter to redwood road.

106th South is just horrible, 126th South is a big problem too. They're both just really slow going east and west. But they're under construction and I think the light on Redwood Road and 104th South goes very fast which doesn't give you enough time to get across the intersection if you are going east and west. There also seems to be not many ways to go east-west on 22nd west and Redwood Road. I heard they were going to widen 114th s. but I don't know when. I think they need to put sidewalks a 106th westbound from 700E to the freeway it's a joke, there is no planning.

114th South corridor.

114th South If they are going to build the interchange on the highway east and west.

11400 not being able to go through.

11400 South.

11400 South on ramp was tied up in litigation.

114th off ramp, light rail issues going through the study area.

114th South.

114th South. Someone put out a lawsuit and stopped the construction.

114th South and Lone Peak is a major problem! Sever accidents constantly, running stop signs.

114th South corridor, not going all the way through. It's a pain east-west 123rd; they've been working on it for years.

114th South exit.

114th South westbound.

12300 construction.

12300 South the construction has it down to 2 lanes and it's hard to get out of our neighborhood and people don't let us out.

123rd fixed and finding on/off ramps.

123rd South expansion and future plans for 7th East through the whole study area.

123rd South- if that could move along more quickly that would be great when they work on Redwood and 1300 West at the same time, it makes it difficult to move north south.

123rd to Bangerter. But there're working on it right now.

124th 126th South construction.

126th South, and Redwood Road.

126th South, its a joke from the freeway to Redwood Road, they are always doing something on a side street of Redwood Road, it doesn't make sense, messing up mile after mile.

Question 36. What specific transportation issues within the Study Area are of most concern to you?

126th South. That's going to be a problem I can already tell by the way they're building it. The materials they're using. I pay a lot of taxes and I can't believe how they're putting it together. They just don't plan very well in Utah for some unknown reason. They do everything twice.

700 East between 9400 and 10600 South needs to be 4 lanes, the 11400 South exit ramp needs to be done.

A lot of construction in the area, it's taking me 20 minutes to get to a main road like I-15 or Redwood when it usually takes 5 minutes at most.

A major concern to me is all of this construction and the effect it has on business and traffic flow. I don't think they have to be so wide.

About 11400 South and destroying the community.

Accessibility of the freeway.

Accessibility to buildings and business during the construction.

Accessibility to roads and getting out of my subdivision.

Accessibility.

Actually I do like the TRAX development that we have and if it were to develop to other areas that'd be good for people.

Adequate roadway to use for the traffic.

Adequate roads.

All of it.

All the construction in that area is happening at the same time.

All the roads being worked on at once, some of the coordination with the lights.

Anything that the UTA has their fingers in.

Any form except for cars they don't have.

Are they going to do the same thing they did on Bangerter where they have stop lights right as you go on the off ramp or are they going to make it with on and off ramps like on I-215?

As you build more subdivisions you are going to put more pressure on those streets, it seems like they don't think very clearly.

Automobile. (18)

Automobile too many autos. (2)

Automobile, keep improving the roads.

Automobile. Not if TRAX comes further.

Automobile. The use of automobiles and people being careful about our new TRAX train that comes out here. Some people should just use their brains instead of trying to beat the train.

Automotive. There are traffic lights that could use some rethinking. The traffic light at 11400 South and State Street on occasion allows one or two cars eastbound through the light before it turns red again. The first car is under the light when it turns yellow.

Question 36. What specific transportation issues within the Study Area are of most concern to you?

Bangerter and I-215 and Redwood, and 1300.

Bangerter should be a freeway. East-west arteries need to be improved.

Bangerter should have a highway and an expanded belt route.

Basic access to the roads.

Basically they do not want to put lights in, they do not want to make access off the freeway flowing easy, they stop and back up the freeway.

Because it is overdeveloped, there are too many people.

Being able to accommodate the population and traffic calming.

Being able to drive down the highway. Even being able to drive down Redwood Road, between 123rd to 7800 South is a problem. It makes me detour on side streets and it takes longer to get home.

Being able to drive through it.

Being able to get out to 126th some times from my community, it's hard to get out there.

Being able to go North and South without getting any tickets on Redwood Road.

Being able to keep traffic moving during busy hours, it is not an old farming area anymore. The roads create problems and road rage that didn't happen when it was a small community happens now.

Being on schedule with the buses.

Better access to I-15 and larger two-lane roads.

Better streets.

Bicycle corridors particularly pathways.

Bicycle paths I love Jordan Parkway North and South but there is nothing East and West that doesn't put you in traffic and not enough East and West paths.

Bicycle trails.

Bicycles.

Bicyclist trails, they need to go all the way but instead they stop at the freeway.

Bike routes, and bus routes.

Bus routes and construction enclosures all around.

Bus service, I cant catch a bus without walking a mile in either direction.

Bus traveling.

Buses. (3)

Buses and TRAX, and automobiles.

Buses don't connect to TRAX very well.

Car and bus and TRAX and their availability

Question 36. What specific transportation issues within the Study Area are of most concern to you?

Car traffic handling east/west.

Cars. the number of people driving, no other solutions.

Cars, the pollute the ozone layer.

Children sometimes.

Closed roads, stopped traffic.

Congestion. (45)

Congestion all along 12300 South. And the lack of sidewalks and safety barriers along 11000th South are small and the there are 4 schools along here.

Congestion and being able to get places on foot and on bike, there have been great improvements in that area but there could be more too.

Congestion and east-west travel.

Congestion and moving people through the area faster.

Congestion and the whole east/west travel thing and are they ever going to stop the construction. Also, lack of curbs and gutters.

Congestion during construction.

Congestion just the sheer number of cars.

Congestion of roads at certain times. When there is not road construction it is still hard to have access to the freeway and the other side of the freeway.

Congestion, and working on streets at the same time.

Congestion, construction.

Congestion, lack of streets.

Congestion, they could use a few more lights.

Congestion in the future long-term planning.

Congestion, roads tore up continually.

Connected planning - tying together, coordination.

Constant construction.

Constant construction on the roads.

Constantly tearing up roads and also the alternate road is torn up.

Construction. (31)

Construction and the complete lack of planning with construction deadlines and no notification of completion of projects - not on the radio and Internet.

Construction and alternate routes.

Construction and congestion.

Construction and on 106th where people get off is backed up.

Question 36. What specific transportation issues within the Study Area are of most concern to you?

Construction and road repair.

Construction and the traffic.

Construction coordination.

Construction is huge, nobody wants be on the roads, 114th and Bangerter, we can't turn right, its an absolute nightmare.

Construction, it never ends.

Construction of the Kennecott development without sufficient surface streets.

Construction on every road around me.

Construction on every single street.

Construction right now.

Construction, the planning, construction planning, alternate route planning, safety on those construction routes.

Construction vehicles.

Construction, roads need to be widened.

Construction, there's always construction.

Construction, timing of lights, like the arrows, more time.

Coordinating so there aren't multiple projects that clog areas.

Coordination between the different cities.

Coordination of street closings between communities during construction.

Coordination of streets that are being repaired, 13th, Redwood, State, 700 East all worked at the same time this summer made it impossible to go north/south.

Development of the roads, lack of planning with each organization or department it seems like too many roads are getting torn up at the same time.

Development of TRAX closer to the main part of the South Jordan area.

Don't know. (13)

Driving cars. (2)

Driving my car and congestion on the streets.

Easier access to TRAX, and UTA. I would even catch the bus to TRAX. There is nothing available.

East/west roads. I don't know who actually designed I-15 but I do feel like UDOT drug its heels, I think it was politically motivated or responding to political situations, rather than real growth in the south part of the valley.

East and west travel. (30)

East and west. Can't even get up there.

Question 36. What specific transportation issues within the Study Area are of most concern to you?

East to west is the biggest there are not enough lanes and access roads.

East/west bugs me, if you want to go across State Street it is a major project. There is no way to get east unless you stop for the freeway.

East west corridors, and Legacy Highway, the mountain corridor system, or another major freeway system on the west side.

East west corridors, the lack of people obeying the traffic laws.

East west major streets 106 and 126.

Enough lanes to keep the traffic flowing.

Enough roads and the bus service.

Every road is torn up and under construction.

Every road is under construction major roads plus all the side roads.

Every road is under construction, ideally you would work with every other thoroughfare.

Everything in that area is congested, they have been doing road construction for six years, they shut the freeway down for four years and then they come back and do more for two years so we have been tore up now for six years. And light rail is extended far enough.

Everything is torn up.

Expanding 114th South.

Expanding east/west and north/south roads on the south end of the valley.

Expansion.

The fact that they don't have any major roads on the westside of the valley they can't even finish Redwood Road, it's the worst planning.

Failure to adequately forecast the amount of traffic that will be on highways and byways needed in the next decade or two.

Finishing the I-15, and east-west corridors need to be addressed.

Freeway. (2)

Future growth and planning they wait until it gets bad and they get behind they don't plan ahead 10 years.

Gasoline prices wish they would bring TRAX out here so we could use it more.

Get across or onto Redwood Road.

Get this construction over with so we can get our lives together. It tore our lives apart.

Getting from "a" to "b".

Getting 106th South fixed.

Getting 114th all the way to the freeway, finishing so we have more east-west access.

Getting across from the westside to the eastside on 104th South.

Question 36. What specific transportation issues within the Study Area are of most concern to you?

Getting all the roads done.

Getting construction done with the least impact. The widening of 123rd through 136th South.

Getting east-west arterial roads built like 114th South and 126th South, later on big problems will Legacy Highway at 5600 West.

Getting everything done in a timely manner.

Getting from A to B I guess. Getting from one place to another.

Getting from point a to point b with all of the construction.

Getting from the free way to home around 6:00, there are not very many good ways to travel east and west in the "study area".

Getting mass transit.

Getting mass transit further south and getting east and west more in the middle of the valley.

Getting on and off the freeway at 7th East and getting on it from the residential roads.

Getting the construction done.

Getting the road fixed and working out the congestion so it can be done at a reasonable time north, south, east and west.

Getting the roads finished.

Getting through in a car.

Getting through the construction.

Going east and west. Right now all the roads are torn up.

Gridlock.

Growing traffic. More commuters and transit in our community in every direction.

Growth and dealing with the influx of traffic that results from that.

Growth of the people.

Have plans that are a done deal before they inform the public like the street widening.

Displacing homeowners.

Having a good traffic flow, anytime that we are out in can get pretty congested.

Having every street torn up. No matter where you go you run into construction.

Hiring contractors that can stay within their contract deadline.

How congested it is.

How it affects the community.

How it is so congested.

How retarded they do the construction.

Question 36. What specific transportation issues within the Study Area are of most concern to you?

How the roads are, the way I see it is that there are a lot of accidents from people pulling out from businesses and side streets.

How they have 700 East going from 1 and 2 lanes multiple times, they need to finish that.

How we need the light rail extended out farther, we need access to the freeway completed, all they did was destroy the freeway from 106th South to Provo.

How we're going to handle growth.

I -15 exit and entrances at the South end.

I am concerned about the construction on 126th right now. It is a hassle in the area right now. I was kind of concerned when they tore down the old, historical buildings in Riverton to widen the streets.

I am looking to see the TRAX extended to the South.

I am most concerned with the 11400 South crossing Jordan River, the whole road needs to be widened before any business can be opened on that street. A traffic light needs to be installed 11400 South and gateway or parkway the new road crosses.

I can't drive very well anymore and I can't get out of the house to go anywhere without having to walk for a half mile or a quarter mile, and I can't do that.

I can't go when I want, the congestion.

I don't agree on how Bangerter was done, plus all the traffic and signals and the speed is way too fast.

I don't have any.

I don't want them to put a freeway on 114th South across the River.

I don't think they plan for growth, especially the east/west transit. Not enough incentive to use mass transit.

I don't think they planned enough ahead for roads.

I don't have any concerns I've lived in areas that are much worse.

I don't have any.

I don't know why they put a road down and then tear it up.

I don't want to see more roads and I would like to see TRAX extended to Draper like how they did in the Olympics.

I don't want to see the road go through, I don't think we need it.

I feel like there is not enough planning as far as when construction is going on. I feel trapped in my neighborhood right now, every where I go there is construction, and not enough coordination.

I guess just have a smoother flow of traffic.

I guess the surface streets traveling them with less traffic.

Question 36. What specific transportation issues within the Study Area are of most concern to you?

I guess this construction is bothersome. I usually don't use public transportation because it's hardly ever on time.

I just think they need to finish the roads there's too many closures every street has one need to complete one before they start the next.

I just want to make sure I can get around in the car.

I live in Jordan Commons, the traffic is horrendous on 104th, and the construction on Redwood Road and 104th has gone on a long time. It appears that with the tie-in to Bangerter and 104th, we funneled all the traffic down this road with very little space. I wish I would not have bought here (only lived here 3 years). It has been a lower quality of life than I have experienced in other communities, and lower than I expected when I bought a home here. I thought it would be much quieter. The problems are that they tend to have is that they build roads that are obsolete as soon as they open them; like I-15, I am guessing Redwood Road going south would be nice for a couple of years but will quickly become obsolete.

I think that one is the development of the intersections, the widening of roads to the full size in the undeveloped areas. Some places narrow between two fields so they bottleneck.

I think I-15 from 106th South to the Point of the Mountain. Every day there's a huge bottleneck there. Every day I'm waiting there. I can't understand why they built all that, I-15 travels along great until 90th south and then gets backed up at 106th. It's just this huge mess every day.

I think it is the east-west in that area. We've got to get something opened more than we have.

I think that the bus stops here in my area now from 126th south going north towards Salt Lake are the least well known out in this area.

I think the east/west needs to be improved and continue the road on 3rd East to the catholic school to connect with the factory stores.

I think the east-west corridors.

I think they ought to have different roads, like the one they are planning on 114th. People need to carpool more.

I think we need east and west access more. It would be nice if we could get one or two roads worked on instead of all of them at the same time.

I think we need wider roads for more access to more vehicles. The people where I live are never going to take the bus. Some may take a horse but can't because there are too many cars.

I want 114th to be pushed through to the freeway.

I want the 114th South exit to go in. Widening 7th East would be great.

I want them to get finished with all the roads they're working on like 123rd. That's the main one. And down Redwood also. When they get it done it'll be nice but right now it's a problem. I avoid it.

I want to know if they're going to do TRAX. Is TRAX going to go down to Draper? We haven't heard anything lately.

I was wondering how long the Redwood Road construction would last.

Question 36. What specific transportation issues within the Study Area are of most concern to you?

I will definitely say 106th south on I-15.

I wish that they could get things done faster. Have more people working.

I wish we didn't have construction on every road, at one time. We had construction on 12300. South Redwood, and 1300 W. they need to pace it out more.

I would guess there are probably two or three: I would like to see expanded bus service within the study area, so there weren't such long walks to get to bus stops. The east-west road at 114th South would be a thing I would like to see happen.

I would like mass transit like TRAX.

I would like to be more warned about construction on surface streets.

I would like to have more bus service.

I would like to have TRAX go further south and go East and West.

I would like to have less congestion between 106th and Utah Valley.

I would like to have TRAX come out.

I would like to know what they are doing with light rail.

I would like to see more of a mass track more energy efficient.

I would like to see more pedestrian access for bikes and walking.

I would like to see some light rail so that you don't have to use your vehicle so much.

I would like to see the 114th ramp put in, and I would like to know what the plans are with the State Street I-15 connection that they haven't told anyone about other than it is under construction.

I would like to see the freeway widened from 106th to the Point of the Mountain.

I would like to see on and off ramps at 114th South, they're not there now and they talked about them a while ago I think those would be very useful.

I would like to see TRAX come further south and west.

I would like to see us get a TRAX line out this direction, we use TRAX to get into town, but we have to drive to Sandy to get to TRAX.

I would like to see what their plans are for the roads. Widening, timing and all that. I used to go to Jordan River Parkway frequently but due to construction and congestion I can't get there now.

I would probably say I-15 traffic.

I would say 123rd and Redwood Road.

I would say the roads, the roadway system.

I-15.

I'd like to see us get a bus system that takes us to SLC quicker than two hours.

I'm concerned about them completing the Jordan River trail and completing the sidewalks on

Question 36. What specific transportation issues within the Study Area are of most concern to you?

700 West between 11400 South and at 12300 South. There's a traffic light needed on 12300 and Galena. The railroad crossing on 114th South is terrible and dangerous and no there aren't any gates there. Actually there should be a bridge to go over it and 700 West needs to be reconstructed. Maybe they might want to do a traffic light signal warrant study on 11400 South and the first major road if you are going westbound on the westside. I'm nervous about light rail going in above my house. They keep saying they will put it above my house. Nobody feels very informed because we have heard 12 different stories.

I-15 accesses, north-south transportation closest to the freeway but not the freeway, east-west travel from 110th to Bangerter.

I-15 as well as the 106th exit off and on ramps and Redwood Road.

I-15 between 90th South and 106th and Bangerter.

I-15 is overly congested.

I-15 needs to be widened all the way down to Point of the Mountain.

I-15 north and south.

I-15 southbound from 90th South to 106th South to 123rd. I don't commute daily, my wife does but she's arranged her hours so she doesn't get stuck in rush hour. But I sure feel sorry for those people who sit there from 5 to 6.

I-15 towards 106th is a busy area.

I-15 traveling north and south, often becomes a problem.

I-15, the fact that it wasn't originally widened all the way out. 126th South is a probability.

I would like to see more mass transit.

If construction and the length of time it takes to complete the construction I think I might die before it ends.

If they are going to add commuter train.

If they are going to have a freeway exit at 114 South, how soon it will be there and if it will help us get across the Jordan River, and how to get onto 114th South.

If they were going to put in a major road or something that would impact our community.

In Draper around 123rd and 700 East.

Inability to access roads because of backed up traffic and rerouting and closures without sufficient notice.

Inability to get anywhere in a timely manner. Blocked off traffic in my neighborhood in Draper. To get on 123rd I wait fifteen minutes at least.

Inconvenience.

Increased traffic and accommodating increased traffic, right-of-ways and development in the study area.

Increased traffic at State Street is a disaster 114 South is a problem I-15 is a disaster I hate it I hate it that they killed the I-15 exit to State Street.

Question 36. What specific transportation issues within the Study Area are of most concern to you?

Insufficient access to public transportation.

Intersection at 700 West by Mulligan's, the South Jordan Parkway when you are trying to turn west and construction on Redwood Road.

Islands in the middle of roads.

It depends on the day and how the traffic is.

It takes me a half an hour to get to Redwood Road, which is only five blocks away and I end up using ways through parks and things.

It would help if we had TRAX but we are on the West Side so it doesn't even affect us.

It's just really congested. The streets are very narrow out here in Riverton.

It's just the amount of construction right now.

It's the roads, basically. It's too many people that's the problem leave the people where they're at.

Its congestion on the streets, there are only two lanes most of them, especially east-west, its bad.

It's crowded, 123rd South is pretty busy, and Redwood Road is only 2 lanes.

It's harder to go east and west as opposed to north and south.

Just being able to get around in a vehicle.

Just being able to get through, get home.

Just busing.

Just enough adequate roads.

Just getting east and west.

Just getting the roads done, 126th will be nice when it's done.

Just more wider roads.

Just overall planning working construction of the roads they hit too many at the same time they got to many that there working on.

Just population growth and future congestion.

Just the construction it's a severe problem.

Just getting on the 123rd that's trying to bypass the construction on frontage road on three to four a clock it passes far if your coming out of our area you got to go around.

Just the high volume of traffic that's own the roads we have now. They need to improve in some way. The access of commuters to get around.

Just the traffic.

Just the volume right now, everything is being funneled into that area because of the construction. They're working on Redwood from 90th -110th South. I know they've got 126th South from the freeway to Redwood torn up. Everything's being funneled to 106th or 90th

Question 36. What specific transportation issues within the Study Area are of most concern to you?

South because they're doing work further south in Riverton. Redwood Road is under construction right now. Everywhere there is just volumes of cars having to use those two major arteries.

Just the way there is congestion during traveling work time.

Just too much traffic especially on the freeways.

Just when and how they're going to widen the roads and if they're going to get the light rail out here.

106th and Redwood, how wide they're going and it seems like they're coming to a halt there.

Lack of 4 lane roads where they should have them.

Lack of adequate lanes going all directions, also, everything's impacted while they're working, don't coordinate their work projects.

Lack of bike lanes on many of the surface streets especially along 2700 West and 1300 West.

Lack of bus routes.

Lack of buses, and going east and west here is a problem.

Lack of busses, lack of public transportation.

Lack of communication concerning I-15 and 123rd South construction.

Lack of coordinated planning between the cities, in particular Riverton, Draper, South Jordan, and Sandy.

Lack of infrastructure.

Lack of information.

Lack of light rail.

Lack of mass transit.

Lack of mass transit no buses.

Lack of planning and they held off for so long before they did it.

Lack of sidewalks.

Lack of parking for busing lack of foresight to make the roads wide enough to make 4500 South a two lane instead of one, I would say we would need much more coordination of scheduling I cant use it I'm a doctor.

Lanes and the capacity. Communities who aren't willing to share the load on east-west lanes. Timing of the construction, sometimes there's so much construction that it doesn't matter where you go it's plugged with construction. Better planning and forethought so you don't get stuck.

Let's see, I'm afraid of light-rail, I am just so afraid, it is so dangerous, if anything has disrupted east-west traffic, it's light-rail.

Light rail.

Light rail and bus (lack thereof).

Question 36. What specific transportation issues within the Study Area are of most concern to you?

Light rail not being there.

Light rail to West Side.

Long distance planning, continuous construction problem.

Long term planning for east/west commuting.

Mainly freeway congestion between 106th and 123rd.

Maintaining flow of traffic during construction and against the use of raised medians to limit access, except at lights.

Major traffic slowdowns, congestion.

Making sure there are sidewalks for people to walk and safety for kids.

Making sure we are aware of what their plans are. They are not trying to make major roads through your subdivision.

Mass transit. (2)

More access to the freeway improved surface streets on the minor arterial such as 13th West improved gutters.

More buses. (2)

More east/west lanes and an interchange at 114th South.

More environment issues rather than traffic. There are a lot of cars, people rarely take the bus.

More free flowing traffic on the freeways and streets.

More frequent bus routes having better stops and bring light rail out our way.

More lanes on the roads.

More TRAX.

More TRAX out this way.

More UTA access.

Most concerned about the 114th South off-ramp and how it's going to affect the surrounding areas. Especially going toward South Jordan and going west. I wish they would scrap that idea.

My biggest concern is getting an off-ramp on 11400 South. It is dumping all the freeway traffic on 10600 South, which then goes South. It is putting traffic in my zone.

Narrow roads.

No comment. (50)

Need more east/west bus routes.

Need wider roads.

New road placements and extensions of old roads.

No busses in my area.

Question 36. What specific transportation issues within the Study Area are of most concern to you?

No light rail.

No major highway going east and west.

None. (12)

North or Southbound on 126th construction area tends to be a lot of things that fly up at cars, there needs to be better clean up.

Not being informed on where they're doing the repairs and construction. They'll be doing construction on Redwood, you'll go another way and then they'll be doing construction there. They need to keep you informed on where all the construction is going on.

Not completing the jobs on the roads.

Not enough light rail.

Not enough roads and not enough buses.

Not enough streets.

Not having all the alternates worked on at the same time.

Not knowing what they are going to close down when and how long they will close it for.

Not knowing where construction is going to be.

Not walking or horseback riding, mostly cars and buses.

Not wide enough roadways.

Nothing. (4)

Nothing really except construction.

Off ramp and on ramp -- there are only two.

Oh just the traffic I guess.

Old roads and road construction.

One big thing is that there's not enough bus transportation here. I'd like to take the bus but the stops are far away and they are infrequent.

Only two east-west roads.

Overcrowding on the road.

Parking at TRAX stations I want 114th open.

Pedestrian and signals.

People in this valley some of them are terribly rude. People could be more courteous.

Personal vehicle.

Personally we would like more info about light rail plans for this end of the valley. The congestion on 123rd.

Planning the widening of the roads.

Plans for extending TRAX into the area.

Question 36. What specific transportation issues within the Study Area are of most concern to you?

Plans for growth, widening roads.

Poorly designed roads, too many delays in the construction time.

Private vehicles and buses.

Probably a little bit of increase in public awareness and it would be nice to get to TRAX easier.

Probably construction on Redwood and 106th.

Probably just trying to get around the construction, letting you know what's going to be open and what's going to be closed. Getting it out to the public more, either by TV or radio or something, or maybe mailing something to advise us.

Probably north-south traffic.

Probably safe recreational transportation likes biking or walking.

Probably that all the streets around my house are being done at once.

Probably that they have to do road construction all at one time, take turns on shifts.

Probably the 114th South interchanges off ramp and widening 123rd.

Probably the freeway on ramps and off ramps how crowded they are the access to them.

Probably the light rail.

Probably the road construction.

Probably the roads they need to get them widened and finished.

Probably there is not enough signal lights -- it makes it hard to get out of some of the streets

Probably just the traffic.

Projected widening of 700 East what and when.

Public transportation.

Public transportation to the extension of TRAX.

Public transportation, TRAX should go down to 123rd.

Putting in the on and off ramp on 11400 South and Interstate 15.

Rate they're doing it.

Rather have seen them take 114th East to west before they started 103rd South.

Redwood road.

Redwood Road and 126th South Redwood isn't big enough they need to delete the medians on 126th South.

Redwood Road and 126th South, they are constantly torn up.

Redwood Road is really a mess and the intersection at 104th and Redwood Road and the intersection by Bingham High.

Redwood Road 10600 South. There is a lot of expansion and it's causing a lot of congestion and looks like they're far behind.

Question 36. What specific transportation issues within the Study Area are of most concern to you?

Redwood to Bangerter on 10600 South.

Regular vehicles driving. Traffic congestion.

Right here in my neighborhood, the east and west getting that done in a timely manner.

Ripping up of roads without warning.

Road building.

Road closure. (2)

Road conditions.

Road Construction. (8)

Road construction and traffic tie-ups. I think traffic safety and or driving habits and those kinds of things are always a major problem with the way people ignore the traffic laws and that kind of thing. Mainly just congestion though I realize they have to do this construction. It's been miserable this summer and will be for some time. And some north around Jordan River temple area seems to be letting up a little bit.

Road construction is there all the time.

Road construction going on but that's temporary. They tear up all of the northbound roads at the same time.

Road construction closures.

Road construction, the congestion.

Road development.

Road development and traffic.

Road repair and lack of 1124th going clear through from the freeway to Bangerter and 114th would relieve congestion greatly and 126th and 123rd.

Road repair for one.

Road repair. Some of them need to be done. Completing Redwood and 106th and 123rd.

Roadwork and buses.

Roads. (3)

Road construction around freeway on/off ramps.

Roads, they use a lot of roads that are inadequate for the traffic load.

Roads are being torn down.

Roads, there are not the same number of lanes at all places they also need to be widened at all places.

Roads being too crowded going east and west.

Roads for commuting.

Road quality did in time.

Question 36. What specific transportation issues within the Study Area are of most concern to you?

Roads that can't handle the traffic capacity.

Roads. (2)

Roadways congestion and construction.

Roadways are a mess. They all have construction going.

Rush hour traffic.

Safety. (2)

Safety I feel that they neglect the neighborhood as they are planning.

Service and I-15 roads.

Service streets.

Some road widening.

Something going east and west.

Starting and completing problems in an expedient manner, and not dragging their feet. I've retired out of construction and I'm very well versed in the construction world. Some of the contractors who have received business out here are very poor they are like apprentices in the construction world. I've gone to committees and voiced my opinion and it doesn't matter. I feel bad that it doesn't. Parts of it have been performed very efficient and other parts very inefficiently.

State Street.

State Street between 106th South and 123rd South.

Stop lights and coordinating their timing, and islands in major roads.

Stopping TRAX south of its of current location, I don't want an extension south.

Street traffic.

Street widening.

Surface roads.

Surface streets going east and west traffic is not coordinated.

Taking so dang long working on 123rd South entrance and exits. Taking forever! The city of Draper needs to work on 123rd South.

Tax payer cost.

The busing.

That kind of traffic getting on the freeway certain days. Traveling in car on the freeways everything is jammed with construction its crummy.

That the roads are always torn up here they get done with one and then they tear up another one you can't get through.

That they work on the same streets all at the same time.

That there are so few through streets many ways are congested or closed.

Question 36. What specific transportation issues within the Study Area are of most concern to you?

That there is construction on every street.

That they are all under construction all at the same time.

That they are tearing up the roads in so many areas.

That they are working on the roads and it is hard to get around.

That they close all of the roads at once, there are detours all over and it takes forever to get anywhere. When they close one road they need to have another one opened.

That they do it right, there are many of the roads in Utah that are not done right. Redwood is always a mess it's just a real blockage everywhere.

That they don't have an off and on onramp on 114th South.

That they need to be widened for traffic.

That they tear everything up at once.

That they tear up all the roads at once you can't get anywhere.

That we don't have bussing east and west.

The 11400 South corridor was shut down, widening of I-15 at 10600 South.

The 114th South off ramp and a lack of a TRAX spur.

The 114th South proposed freeway interchange.

The 123rd South it is clogging everything up.

The 126th South was a traffic problem but once it is widened it will be good.

The ability to move in a motor vehicle.

The amount of traffic and lack of secondary transportation.

The amount of traffic and somewhat lack of transit in this area.

The amount of traffic we have going and coming, roadblocks.

The amount of traffic. (2)

The automobiles because of the roads the way they are.

The backup from the freeway, it's there continually. Its residual because from every area from the Point of the Mountain through the study area and up further north, the point that it goes from 5 lanes to three lanes at 106th doesn't help.

The biggest concern is getting the 106th South finished, that issue plus everything up, going east and west. The northbound off ramp at 106th South is becoming a major problem.

The biggest concern is no light rail transportation to 114th.

The biggest is 106th torn up and I-15 construction.

The bottleneck at about 106th South on I-15 backs up everything going southbound.

The bus going up 1300 West from 104th South to 127th South only runs like 2-3 times a day. I think it should be all day long.

Question 36. What specific transportation issues within the Study Area are of most concern to you?

The bus routes, I live at about 114th South and 13th West, and the bus that comes along 13th only comes hourly, in the morning, during rush hour time, if I want to go any where any other time, I have to walk to about 108th. The east-west bus routes have always seemed to be a little annoying.

The buses don't come out this far.

The capacity planning for 12600 South, the capacity for Redwood, 1300 West.

The car to car traffic.

The communications, the most that I am getting is in the community newspaper. I am not seeing it anywhere else. So I don't really know what is going on, or where to find information. I drive down a street and it is blocked and I don't know why or for how long.

The commuting.

The completion of 114th South.

The completion of 123rd South.

The congestion on Redwood Road, between 114th and 106th, 126th the whole way is bad.

The congestion and all of the road work.

The congestion and the ability to get in and out of mostly and at west at certain times of the day.

The congestion around I-15 from the south end of the study area up to 106th South.

The congestion between 106th South and 123rd South.

The congestion in the streets, the traffic.

The congestion on I-15.

The congestion and construction.

The congestion from 104th to 106th -- from 27th West to I-15.

The connection with 114th South with the freeway.

The constant construction. All summer long we have to go out of the way to get to a short point. It is in the same places every year.

The construction and accessing businesses despite construction and how it has increased traffic especially on 123rd and 126th.

The construction and lack of traffic lights.

The construction going on, it's happening on more than one street at a time so there is construction even on the alternate routes.

The construction on 12300 and 10600 South.

The construction on 123rd West of I-15.

The construction and there aren't good alternatives to avoid it.

The construction that is going on planning for the construction is very poor they are tying up major streets with minor streets and it is making it difficult to get anywhere.

Question 36. What specific transportation issues within the Study Area are of most concern to you?

The construction that is going on with I-15 in that area.

The construction that is going on, especially on 123rd South, there just isn't a lot of public transportation in that area at all.

The cost of all the construction.

The decisions that are made without informing the rest of the community.

The development from Bangerter west and 123rd is what's effecting us. We need to widen roads.

The disagreement between cities and their participation in master planing.

The east and west is cut off, we are cut off from the east side, 90th and 126th are under construction and if there was a major disaster we would be cut off because of the river.

The east-west quarters, and the completion of the already undertaken improvement projects on 123rd South and Redwood Road.

The east-west routes and the length of the construction projects. They have a lot of the major routes blocked.

The exit at 114th South there is a proposed on/off ramp.

The exit at 114th South off the I-15 freeway extend the light rail from 101 Street south to as far south possible, in the far future plan for light rail at the new Legacy Freeway and have connections between the two.

The expanding of roads.

The express routes are always congested.

The extension of all rails.

The extreme construction going on.

The fact that it's not coordinated there's construction everywhere.

The fact that they've torn up every single east/west road between Redwood Road and 700 East. It is obnoxious.

The fact that they didn't extend the TRAX to include the major part of the county, where the most people are. On I-15 they are so slow opening up roads, 10 years before they widen them.

The fact that when you are going east or west on 126th and 104th at traffic times it takes a lot of time.

The fighting of the off ramp at 114th South.

The flow of traffic, they start with one thing and change their mind and start something else

The freeway exit on 114th South, I don' want it.

The freeway system.

The freeway the way they are redoing it. The proposal for 11400 South the TRAX system is a concern it needs to go all the way to Provo and east and west.

Question 36. What specific transportation issues within the Study Area are of most concern to you?

The frustration of having the construction. Redwood Road is congested and very hard to use in that area.

The future of the 11400 South bridges across the canals because there are 3 ways to get across the South Jordan canals.

The Government's role and it would be nice on the street construction to be noticed a little earlier so we would know.

The growth.

The growth and congestion and there is a lot of construction right now.

The growth has caused a lot of congestion for example freeway off ramps. Taking away State Street was a disaster.

The highways.

The I-15 114th South off ramp, I don't want it, I think it is unnecessary unplanned for and badly planned. It is being built for people with money, not people who want to travel.

The impact on the residents that they are already, taking out the homes and all the things that has to go with it.

The increase in traffic and the widening of roads.

The Jordan Parkway and 114th. There is no light in the intersection.

The lack of public transit and connecting routes and construction.

The lack of speed of which traffic progresses.

The lack of through streets, partially and the lack of major streets. They need more lanes on through streets.

The lack of traffic flow because of the number of lane changes or something. You get two lanes both ways then one lane all of the sudden so you get cramped up.

The length of time it takes to complete the widening of 126th South and the impact it will have on the neighborhoods.

The length of time to get the projects done.

The light rail-where the extension is going to go. Also more availability of bike lanes, bike trails and walking trails. The obvious road construction things are my biggest concern and the fact that they don't have a lot of alternatives.

The light rail. Because I think they should put some kind of a sound barrier between the homes and the rail. Because a chain link fence offers no protection of any kind. You see they put in the light rail, but all they put up is a chain link fence. I think they need to put a wall up.

The lights on Redwood Road and Bangerter they are not in order, you have to stop at every light. They aren't timed right.

The main problem is getting the roads back open, maybe possibly having some better form of detours rather than trying to wait out the flagmen along the construction route.

The main roads are smaller.

Question 36. What specific transportation issues within the Study Area are of most concern to you?

The major thing that I see is that they have allowed a number of developed housing along with the construction is makes it hard to try and figure a way to get out of the areas.

The new freeway ramps the one it took away. 106th and 12300 are major problems during rush hour on I-15. What are they going to do about that and the traffic issue?

The north and south on I-15 where it drops from 5 to three lanes.

The notification about what's going on, when is the construction going to take place, what is the duration.

The number of cars versus the amount of access roads too much traffic to be accommodated by the current road system.

The number of vehicles, it seems like there are more and more.

The on and off ramp on the freeway.

The on and off ramps on to I-15.

The on and off ramp thing, the interchange.

The on ramp, they don't give you enough length to come on. The off ramp, when you get to the bottom you need to have a free lane to turn, and not have to wait so cars back up on the freeway. Construction on all of the main roads, so there isn't one road you can take without being in construction. Some of the left turn lanes aren't long enough so normal traffic has to sit there while people wait to turn left, more cars need to fit in the left turn lane. It is really bad on 106th. The particular issue with the Redwood Road construction what the schedule is, and also another lane of traffic from the exit at 104th South and the one going south on I-15.

The planning, and our being informed about what's happening to State Street, what permits are granted, what's planned for the area.

The plans with 114th South, I would like to see that go through, it would lessen the congestion on other streets, and the 114th South interchange would make things worse.

The proposed 11400 South on /off ramp.

The proposed interchange on 123rd South and I-15, which I think is in the courts now.

The Redwood Road expansion, the traffic congestion around there, and a rerouting of the congestion.

The road conditions.

The road construction, they tear up all the main arteries at one time.

The road expansion.

The road planning, I don't think the cities in that area are planning well together, not a whole lot of east to west bussing.

The roads need to be widened.

The roads, there is so much congestion and traffic.

The roads. Finish construction.

Question 36. What specific transportation issues within the Study Area are of most concern to you?

The safe walking to schools.

The slowdown on I-15 everyday, that rush hour slows down. I think they need another lane, or if they put the carpool lane all the way through Utah County.

The southbound traffic on I-15 bottle necking.

The surface street road construction.

The surface streets seem to always have construction and there's no way to get around.

The time frame it takes to get construction done.

The time it takes to travel in those areas, commute time in rush hour morning or evening, Bangerter should have been a freeway instead of a highway.

The timeframe and the fact that all road construction is being done at once.

The traffic.

The traffic, all the construction going on the ability to get where we need to go.

The traffic and 7th East.

The traffic with cars.

The traffic, inability to get around.

The transit system. Not having buses accessible to people who can't drive to where the bus stops are.

The TRAX is still a big money loser and there could have been more efficient ways of using it, I am against expanding it.

The use of public transportation.

The UTA.

The UTA is a waste of money that goes for TRAX too.

The volume of traffic.

The wasting of UDOT's money, they built the road that doesn't need to be there and they need to be more careful with their money.

The way they plan the construction, major arteries all blocked or are down to one lane, I have to go the wrong way to get home and turn on the outer street.

The way they set up the barricades, some people don't understand how they work. We have all this construction right now. I wish they'd do 114th and we'd be okay.

The widening of 104th.

The widening of 106th South.

The widening of Redwood Road and 1300 West.

The widening of Redwood Road and interstate 15.

The widening of streets, pedestrian access, safety.

Question 36. What specific transportation issues within the Study Area are of most concern to you?

Them doing so many routes at one time that there are not enough alternative routes to take.

Them wanting to make everything a major thorough fair with five lane highways.

There are 2 roads being worked on at the same time.

There are barrels on almost every road because of the construction.

There is always construction.

There is always something under construction so it delays everything.

There is construction going on towards 106th South and there aren't any stoplights there or semaphores. The traffic is getting more congested as they build that road. Plus the narrowing of I-15 just before 106th South, there are always accidents right there.

There is construction and I don't know when it will be finish when it is finished it will be just fine.

There is no correlation to get around cities so if you take the alternate route then it is like 3 or 4 miles away.

There is so much construction that you can't get around. I understand the need for construction but it is a problem.

There is so much traffic that pedestrians are discouraged.

There is too much traffic not enough roads.

There needs to be a better east/west route or and additional one.

There seems to be a lack of a general plan! I am sad that they didn't bury the power lines and they have left the street looking ugly after they ripped them up.

There's a couple: I-15 where it gets congested through Bangerter, that's bad, 126th South and that whole corridor.

There's construction on 123rd and I-15 and it's just very congested and east-west traffic on both 123rd and 106th is congested.

There are not enough roads going east and west, and the ones that are there aren't wide enough. They always work on adjacent roads, so there's always a problem.

There's so much road construction that lasts so long, so much building; they need to plan it better. They have 2 subdivisions going up, they need to do both at the same time, and not tear up the street twice. There's a route from I-15 and 106th and an alternate route, but on Redwood that has construction too, you have to go through a construction zone while you avoid another.

There's so much traffic because we are growing so fast and it's not that great.

There's the off-ramp from I-15 northbound to State Street it's a real dangerous situation. 118th and State Street is a really dangerous intersection. The speed limit on State Street is a little high, given the buildup of residential.

There's too much traffic especially going westbound.

They are doing all the roads at one time instead of on at a time.

Question 36. What specific transportation issues within the Study Area are of most concern to you?

They are spending a lot of money on light rail and there are a lot of problems out here. It is wide open right now, and it would be easy for them to set up light rail out here without disrupting lives. But, like they do, they wait until it is all settled in. Like the Bangerter Highway, instead of a free way they have an inadequate expressway. They need to get some freeway access out here, rather than just trying to build expressways with stoplights - it is a safety issue as well. They build houses and THEN they change the roads there isn't enough planning, they build lots of houses and you can't go anywhere, they should build the roads first then the houses.

They could run a TRAX spur out there to relieve the problems of transportation from 6200th South extended down to the Point of the Mountain.

They dig up too many roads at the same time.

They have construction going on at all of the main roads so you can't get around and then they block off the secondary roads so you can't go that way either.

They have construction on every exit at the same time.

They have dealt it all up. They tear one down and put another up. It is all filled.

They have shut down finishing off 114th South the same thing that they did with 106th. There is too much bureaucracy controlling it that is wasting our time and money trying to work around things and not just going at it and finishing the work.

They increased the speed the limit so you can go faster but they didn't synchronize the light on Bangerter so you just speed up to stops.

The lack of planning.

They need a traffic light on 114th South and Jordan Gateway.

They need more access roads between the freeway and east/west traffic.

They need to have 114th South go clear over to the freeway and have I-15 going clear to the Point of the Mountain with wider lanes.

They need to open up another east-west corridor besides 12300 and 10600 South.

They need to plan ahead and close down Redwood Road and time lights right so you don't have cars backed up in every direction.

They need to widen the road on 104th or 106th to Bangerter to Redwood. Open up the access to freeway. We need on-ramps on major frontage roads.

They planned an off ramp on 114th South now they need a stop light on 114th South and 300 West.

They said they were going to do a road on 114th South a long time ago and they haven't even started yet.

They seem to be working fine I just prefer to drive in my car.

They should add the TRAX to the Point of the Mountain and I-15 and definitely widen 114th.

They should have widened I-15 to the Point of the Mountain.

Question 36. What specific transportation issues within the Study Area are of most concern to you?

They took away the fly over at 123rd; they took out the light it sucks.

They took out one of the exits here so we have to go around.

They took out the most efficient intersection at I-15 when they took out State Street, traffic on 126th South connecting 3rd East to the catholic school.

They tore up every road at the same time.

They're ten years behind in their thinking.

I think the amount of construction.

Timely completion of construction.

Tired of road construction every road there is construction.

To get the traffic flowing and moving. So we don't have these backups.

To keep the traffic flowing. If there is a problem or accident don't let it stop everything.

Too many construction projects.

To widening 114th South so you can get across the river. Where I live is the horse area I don't think horses and cars mix well so to run another main road through here. I just don't think we need it.

Too crowded not enough roads east and west.

Too many cars. (2)

Too many cars and not enough roads.

Too many cars for the amount of roads too congested.

Too many people, too many cars, the roads are not adequate enough to handle the vehicles.
Too much congestion for such little roads.

Too many vehicles for the size of the roads. Too many people in the suburbs that cant hold that many vehicles. Especially 2700 West. Too many cars coming down that road. It needs to be diverted somewhere else.

Too much congestion, traffic, lights not coordinated, cause pile-ups.

Too much construction.

Too much traffic, it's just overly congested through there

Too many cars, construction.

Traffic. (10)

Traffic, no streetlights so you can't get out on Redwood Road very easily and people run stop signs and cut you off.

Traffic, 5:00 PM traffic.

Traffic, there's a lot of it we have a lot.

Traffic, all the construction frequent delays.

Question 36. What specific transportation issues within the Study Area are of most concern to you?

Traffic and safety.

Traffic congestion lack of public transportation.

Traffic congestion and construction.

Traffic congestion and safety.

Traffic congestion and traffic standstill, and people walking along the road, especially kids.

Traffic congestion mostly on 106th South.

Traffic congestion on I -15 during rush hour, we need a bicycle commuting lane!

Traffic control. (2)

Traffic getting to and from.

Traffic is horrible but I don't know if it concerns me, it is just because of the population.

Traffic on I-15 how it clogs up there every single day. I would also say, I don't know if there is going to be an overpass on 114th, I would like to see one there where I could get on I-15.

Traffic on redwood.

Traffic pattern is not planned.

Traffic, being able to get where you want to go. Horrible congestion.

Traffic, road conditions.

Transportation.

Transportation and what businesses will be in those areas.

Transportation as it relates to quality of life -- community impacts and relocation.

Travel during rush hour.

Travel on 12300 trying to get to Riverton or Bangerter, or trying to get to 7th East is a big pain. I try to stay off that street.

Traveling to and from work congestion problems and time.

Traveling from east to west -- you have to be more in the downtown area to go east and west -- in the south -- Sandy and Midvale areas have less east and west flow.

Traveling from east to west, there's not a great road to get out west.

TRAX.

TRAX I think they should extend it south.

TRAX expansion.

TRAX going through to South Mountain.

TRAX issues. Traffic.

TRAX.

TRAX, completion at 123rd.

Question 36. What specific transportation issues within the Study Area are of most concern to you?

TRAX, construction.

TRAX, getting TRAX in.

TRAX, parking and access to TRAX stations, there needs to be another way to get to the Point of the Mountain besides Redwood.

TRAX- it's going to go through my backyard almost. It's dumb because it's not going to hit commercial areas, poor planning.

TRAX- the ability to go further distances.

Traffic congestion that is increasing as we grow.

Trying to get around traffic congestion if there is more traffic there are more kids walking and that's more dangerous for kids.

The east-west streets, the freeway access.

Unanticipated closures.

Unfinished roads – 114th doesn't go through.

Useable mass transit, and other alternatives to automobile transportation. Mass transit planning should be coordinated to be convenient to workers and shoppers. Most of the time mass transit gets used by students, elderly and people who aren't on a schedule. Mass transit should be timely and convenient, otherwise it gets ignored and people use their automobiles.

Vehicles travel ability, mass transit.

Very congested.

Volume of traffic out here. I don't think they've adequately prepared the road for the amount of cars they have here.

We don't have say in anything, UDOT decides.

We don't have enough freeway exits or secondary roads.

We have no access to TRAX type of transportation and the buses are inadequate.

We don't have a bus route in my neighborhood. There is only one road into my neighborhood, half the roads if they are close they are not finished, plus on Bangerter highway and 11400 South there's no off ramp going west. Legacy Highway is supposed to be out here somewhere and we have no clue how close to our home it's going to be, plus the builders don't know so we have no clue if our house value is going to drop or raise.

We keep building and building and never putting in any roads to accommodate. I think they should have to include that in their planning.

We need a TRAX system out here to relieve some traffic on the freeway.

We need more busses and TRAX to get around in this area where we live. We'd probably use them more.

We need more light rail and transportation alternatives.

We need more mass transit.

Question 36. What specific transportation issues within the Study Area are of most concern to you?

We need to widen some of the major roads.

We returned from Russia and they had an excellent alternative to large busses, they had large vans, they were effectively on time and used less fuel.

Well I would say the concern is the widening and building, people are losing their property and the remaining property declines in value.

Well maybe the extension of the light rail.

Well It's the amount of demolition that takes place every time they rebuild or reconstruct roads. They block them off for what seems like years.

We're on 104th South and with this new construction on Redwood Road we can't get in or out of our driveway. I wish they'd just come and take our house and follow through with the widening of 104th South rather than just postponing it. It's been turmoil for the past 4-5 years, and it is just frustrating.

What are they are going to do with Redwood Road and when are they are going to get it done?

What are they planing to do with 114th South and the east/west corridors they're planning and I'm also concerned if they're extending TRAX out here.

What's going to happen with TRAX and how close it is going to come to our house.

Whether they are going to put in a 114th South on ramp or not.

When and how the roads will be expanded. Overall the reconstruction.

When are they going to put in the 114th from I-15 to Bangerter. Why do people keep suing UDOT to have it not done, it really should be done, also west of Redwood on 106th and 125th.

When going 50 miles an hour and you don't have enough warning to stop at the light in time.

When they make a decision and then it gets held up but they keep paying the contractor planning.

When they redid I-15 why did they stop until 106 with the four lanes instead of letting them to continue. Why do they have to do all the road construction at once?

When they tear up a road for months and months and then fix it and have it torn up again right after.

Where Bangerter intersects just past I-15 and just dumps off in subdivision the widening of I-15.

Where Bangerter is going to go and if its going to continue and if they are going to extend TRAX.

Where they have tore down the bridge at 1018th and State, and now you can't get on until 123rd, and along the frontage road, which is just not planned.

Where, when and how they develop.

Whether or not 114th South is going to be expanded to be an interchange. I would like more information about that, I would like to know if it's going to be like 90th South or if it's going to be widened or moved from it's current location and when it's going to be done.

Question 36. What specific transportation issues within the Study Area are of most concern to you?

Whether or not some sort of a TRAX line will be in there sometime.

Whether TRAX will be extended to the south in the future and what they're going to do with the Legacy Highway plans in case of an earthquake. If I-15 gets the brunt of it there is going to be trouble.

Who is responsible? I don't know if it is the county the city or the state. I don't which roads are what. When they start construction I never know how it is related to the total UDOT thing.

Wide lanes, multiple lane roads, and coordination of traffic lights.

Widening major arteries.

Widening of 11400 South, connecting it to the freeway.

Widening of the roads. Should be a better plan on doing that. Limited expressway east-west would be nice.

Widening of what has been residential areas.

Widening Redwood, 106th and 123rd. They just moved the bottleneck more south.

Widening roads and traffic backup due to construction.

Widening the roads during rush hour in the morning and in the evening you have people backed up.

Widening the roads to keep up with the growth of the area.

Wider roads, which they are working on.

You don't hear about the plans until they have started closing roads. You can't get east and west.

You know, we're just in so much construction I don't really know of a problem that isn't being addressed.

Question 37. What transportation alternatives or solutions would you recommend to address or solve those concerns?

- A better transit system and more flexible hours.
- A better UTA from west to east to get us over to TRAX.
- A big issue is with them taking the on and off ramp at the end of State Street that is ridiculous to have a ramp there would help.
- A bus this far west - 4000 West.
- A light to ease the congestion from the businesses to the south.
- A little better coordination with the towns, so you don't have everybody doing the same things.
- A little bit more education in schools for driving, teach them more and how to be better drivers before they get their license in drivers education.
- A major thoroughfare east and west completing 114th South like was proposed in the past.
- A metro transit system like a subway or TRAX.
- A new TRAX line east and west and further south. I would like to see the line go to Provo or beyond.
- A traffic light coming out of our community on Redwood Road and 123rd South 1500 West on 126th.
- A traffic light there.
- A TRAX on this side of the valley.
- Accelerating the construction with incentives to contractors.
- Access to Bangerter Highway and installing the mountain view corridor highway to ease the congestion even though it would be to the west of the study area.
- Add additional routes especially east and west.
- Add a commuter train.
- Adding more cars to the light rail system.
- Additional infrastructure.
- Additional roads, and improved roads going east and west.
- Additional TRAX coverage.
- All the construction is all at the same time so all the routes are affected we need better planning.
- Alternate routes if they made different routes available instead of just one way they could have several different ways.
- Alternative routs.
- Alternative to the automobile.
- East-west TRAX would be fine.
- An east and west route from 13th West to 7th East at about 114th South.
- Another major road going east and west, maybe on 11400 South.

Question 37. What transportation alternatives or solutions would you recommend to address or solve those concerns?

Another north-south corridor, like to Davis County.

Another road.

As long as everyone knows there shouldn't be another solution I don't want to be surprised. It will inconvenience us as they're working on it and that has happened a lot here and we're sick of it.

As much public input as possible and consideration or information on TRAX expansion through the area in the future.

Bangerter as a freeway.

Better planning of traffic lights.

Better access for light rail going downtown.

Better bike lanes or bike trails as well as walking trails. A lot of times you have major automobile arteries but you can't walk or ride bikes along there. Also light rail extension coordinated with the bus of course.

Better bus service.

Better bus transportation.

Better communication.

Better coordination of the east-west routes and east side freeway coming out to the south part of the valley.

Better coordination.

Better coordination, where and where.

Better exit and entrance to the freeway and additional lanes in that area.

Better familiarity.

Better freeway access. Some kind of a freeway west of I-15 instead of just the highway things. And train access to the airport and downtown.

Better freeway planning.

Better long term planning.

Better management of the construction outfits.

Better more buses in that area, and light rail.

Better plan and only work on one road at a time on the north and south instead of every road.

Better planning. (4)

Better planning and awareness on their part.

Better planning and communication and on critical paths for construction projects -- also this is very important: from Bangerter to 700 East if they were to have the 11400 South access go directly through it would alleviate a major headache for UDOT -- that would clear up a lot of trouble -- to have 11400 South go straight to redwood road would really help.

Question 37. What transportation alternatives or solutions would you recommend to address or solve those concerns?

Better planning and not have every street under construction at the same time.

Better planning better community.

Better planning does the project and then does it.

Better planning for the construction and the housing that is going to be built and how it's going to effect the existing roads.

Better planning or thinking things through better.

Better planning so it's not tying up so much at once.

Better planning when they'll have the roads torn up, surface roads are the worst.

Better planning for the street widening.

Better public transportation the buses don't serve that area very well they are too few and far between in that study area.

Better road planning.

Better roads, wider in some cases.

Better scheduling.

Better signs directing to alternative routes.

Better streets, they need to put more light rail spurs out to those in the respective areas.

Bicycle lanes from east to west.

Bigger roads. (3).

Break up projects differently so they are not so close together.

Bring TRAX down here, better bus schedule.

Bring TRAX out on the southwest side.

Bringing light rail might be helpful make the roads more like highways with less lights.

Bringing the Legacy Highway through.

Budgeting and planning of what they would have to do.

Build it. I'm in construction, mass transit doesn't work for me until it's built. That is the area I am working in so that's why I go there. 123rd and 106th South is pretty bottled up right now because of the construction. That's why all the congestion on 104th and 109th. Build 114th as soon as possible.

Build the road (114th) through.

Build the road.

Build the roads that are necessary for the number of people in those areas.

Building more roads as needed, or widening.

Building more roads or widening existing roads.

Bus. (6)

Question 37. What transportation alternatives or solutions would you recommend to address or solve those concerns?

Bus or TRAX. (4)

Bus routes that come further into the area that I live in.

Bus system some sort of a TRAX system.

Bus, carpools.

Bus. I would like to see more busses and trains out to the west and not just on the east side. I don't understand why all the trains are on the east side. Maybe it will make sense in 2020 but not right now.

Buses possibly the train.

Buses more buses and bus stops in the residential sections of this area.

Buy a jet or helicopter.

Capacity increases and transit.

Carpooling. (4)

Carpooling or busing.

Carpooling would probably help.

Change bus route.

Cities correlate when they do things with main streets.

Close more roads down at a time.

Come to final terms to what they are going to do with 114th South and I-15 and if they are going to put an interstate there.

Communities could let the students know that their student ID cards are also free bus and TRAX passes. Once the students know they can educate others like family and friends about it.

Complete a road before they go and tear up another road.

Complete one road before you tear down another one, its hard to get around.

Complete the widening of all the roads.

Completion of the projects. The one on Redwood Road seems to be taking forever. I think most people would like to see an east-west TRAX line out here.

Controlling the growth there needs to be more access roads from the west to the freeway

Connecting 114th to the freeway. The city is in the process of connecting 9800 South.

Construction at night.

Control the number of people that move in.

Convert the traffic to different areas. Only open it up to local traffic instead of all the big trucks that drive down.

Coordinate better between offices and officials who are making the decisions.

Coordinate the construction work better, more mass transit.

Question 37. What transportation alternatives or solutions would you recommend to address or solve those concerns?

Coordinate their construction schedule so that people have alternate routes. And to broadcast in advance so that they know to take an alternate route.

Coordinated construction so you don't the major east-west artery screwed up. Where I live it's the north-south and east-west issues. It would've been nice to coordinate between the only two ways east of here.

Coordinated traffic intersections.

Coordinating high traffic time, even if that requires getting police out there to guide traffic so it would go faster. Don't plan so much construction at the same time.

Coordinating so that not all streets are affected at the same time.

Creating more through streets. Long term I would say TRAX.

Cut down on how many times you need to go to the grocery store or find other routes.

Definitely extending TRAX.

Develop the roads.

Don't know. (46)

Don't know it may end up that light rail works out here. I think they need to get more industry out here so people don't have to travel so far.

Don't know/no comment. (3)

Do just the main roads first.

Do one major project at a time instead of two or three in the same area.

Do one section at a time; let people have some time off from construction.

Do one street finish it and move on.

Do the TRAX system out this way east and west.

Don't allow anymore people to move in.

Don't do all the construction at the same time.

Easier access going across the Jordan River

East and west TRAX line. (5)

East or west expressway at the south end of the valley something like the 21st expressway.

East west traffic congestion is a problem and a TRAX line would help that. Also a freeway exit for the 11400th South interchange.

Efficient public transportation from downtown to the study area. Increased traffic capacity.

Everyone walks or takes a bus.

Expand light rail down here; expand the car pool lane, more on and off ramps.

Expanded bus times, light rail longer schedule.

Expansion of mass transit, mainly TRAX.

Question 37. What transportation alternatives or solutions would you recommend to address or solve those concerns?

Extend light rail. (7)

Extend the TRAX out past 124th increase the number of bus routes.

Extend TRAX further south. (5)

Extending the light rail, it seems to be very successful if it was extended further down it would solve a lot of the problems. I think my husband would use it.

Faster construction or better light coordination, to make flow better.

Fewer cars, less people.

Finish 12300 South.

Finish as fast as you can.

Finish construction. (3)

Finish the construction and put the lights in.

Finish the construction they are working on before they jump onto an another project.

Finish up the construction they're working on which is widening the roads.

Fix it quicker.

Fix one road at a time.

Fixing 123rd have someone in every community contacting people that move in and helping them find their way around.

Form a community paper.

For 123rd just better planning on the roadwork there and the congestion in terms of the number of businesses in that area.

For another freeway exit somewhere, and widening the east-west roads.

For the whole Bangerter Highway they need to slow it down, the speed limit is way too high, I don't know how they enforce it cause I never see a cop on there unless there is an accident, It's dangerous.

Freeway going east and west in the center of the valley.

Funding for the 114th South. I don't know for the bus service, but I would like to see an increased number of small buses go throughout neighborhoods to try and service that and not the giant buses lumbering everywhere.

Further extension of TRAX and I think we need another southwest corridor somewhere.

Get 11400 South freeway entrance open.

Get all the roads put back together.

Get it done faster.

Get the freeway done.

Get the job done. (2)

Question 37. What transportation alternatives or solutions would you recommend to address or solve those concerns?

Get the lawsuit over with and get the road built.

Get the road construction done and the light rail out here would be wonderful.

Get the TRAX out in this direction.

Getting construction done faster.

Getting industry into town goes a long way, so you don't have to work out of your area. Bigger roads.

Getting the roads done.

Get over the construction.

Give alternate transportation to cars, bike paths.

Give us some kind of updates about how it's coming along and when it's going to be done give us alternate routes.

Good month of notice before the construction starts.

Have a belt way or something that can go east and west.

Have a longer plan and not have every road under construction at the same time. Alternate the roads they're working on.

Have a wide shoulder area or a bike lane.

Have more people working. Have TRAX.

Have more roads.

Have TRAX come out a little farther.

Having a thought of what the growth will be then plan for that.

Having them get on where ever it stops.

Hopefully they can extend TRAX to this area to improve it. Otherwise I think the problems are being solved with the refurbishing they are doing at this time.

Horses.

Hurry and get the roads done.

I am hoping that they will put in the 114th South plan that I have heard. It would be wonderful to get light rail over here, light rail is fantastic!

I am not a fan of light rail (too limited and too expensive) roads would be my answer.

I could say limit the number of people coming in but you can't do that. I don't know that there is an alternative. We just have to have that area open.

I couldn't say. It will just be nice when it's done.

I don't know if it's possible but getting construction done more quickly.

I don't know we just had issues putting the barriers around 106th I don't think it's necessary there just making more traffic for a subdivision.

Question 37. What transportation alternatives or solutions would you recommend to address or solve those concerns?

I don't know. There's nothing they can really do about it. Probably night construction would be good. Also weekend working.

I don't think I could recommend any.

I don't think that it would solve anything so I don't think there is anything that needs to be done there. It should be left as it is. I would like to see TRAX out further south too.

I don't think there is one.

I guess just get the projects that they are doing done.

I guess right now that I don't know if expanding 2-15 further south would help but I don't know how that would happen. It finishes at about 60th South so it'd have to make it extend further south.

I guess the only thing with construction is getting it done. And if the busses would stick to their schedule more.

I guess the TRAX.

I guess you need wider roads, east and west is terrible. Better flow of traffic. I am in favor of blocked medians in the center. There is such a danger when people pull out from anywhere.

I hate bus and TRAX, so what other alternative is there? Walking? I don't know. I don't think there really is one. I like my car.

I just feel like they work on the roads constantly. They need to figure out a way to fix them once. Road repairs and does it right the first time so you don't have to come do it again.

I just think the closing on I-15 to State was a bonehead move.

I know there was talk of creating a freeway on and off ramp at 114th South so that could be an option.

I like light rail so if we can expand that, especially west that would be good.

I like light rail.

I like where all the ramps are.

I think 114th South should be completed.

I think an off-ramp 114th would be good.

I think better roads and better plans to make the roads. They tear them up and tear them up again. Don't tear them up all at the same time.

I think it would be nice to have a west side rail. And somehow change Bangerter into a freeway that would dramatically help flow. And I don't want an off-ramp on 11400 South or and east-west road on 11400 South.

I think light rail does a lot and the buses to get you there. If I could walk a block or two to catch a bus that would take me to work I would love it. I guess they can't cater to everybody.

I think some of the things they have planned will likely solve them, with the long-range plans. We do have public transportation.

I think that they should widen roads here and there that need it.

Question 37. What transportation alternatives or solutions would you recommend to address or solve those concerns?

- I think that we could still use a TRAX line over on this side of the valley.
- I think the road needs to be widen. It merges and changes from 1 to 2 lanes.
- I think the train that we've got on 106th has been a real help we just go up and get on that it makes it nice.
- I think they're doing it expanding.
- I think there maybe needs to be another wider street. I think they need more roads to service the people in Riverton.
- I think there needs to be more coordination on what's being worked on.
- I think they are trying to solve them now, they are upgrading 106th and they are upgrading 123rd.
- I think they need more major roads.
- I think they need wider streets with more travel lanes.
- I think they ought to try to do them in less dramatic stages rather than try to swallow the whole hog at the same time. It closes business up and has an adverse effect with the construction taking the primary role. In other words construction is the priority. It has a very negative impact on the businesses.
- I think they try too hard to make us think that we need wider roads when we really don't so I don't know how I would solve that.
- I think they're just being slowed down so maybe prepare all they can so when it's time to start doing it again they'll be ready.
- I think we just have to wait for the construction to get over. Just like the I-15 project then things will be much improved afterward. I think the TRAX they've talked about to Utah County will be major. Draper is among the most traveled areas I don't think anyone knows much about what's going on with transportation planning and we need to know more about it.
- I thought it was fine the way it was before.
- I wish TRAX came down here!
- I would have a coordinated effort in increasing east-west roads, more buses on the existing routes, and light rail into the western portion of the area.
- I would address the semaphore problem, I would suggest they study how many cars go through those places and put up semaphores. I think I-15 should continue to be as wide as before 90th South.
- I would oppose any extensions to light-rail, it is dangerous for kids and its expensive. I would like them to finish the Jordan Parkway bike trail, if they did that I would be able to ride my bike all the way from South Jordan to downtown. I think that they should have more north south bus service, before light-rail. If that happened, you could go down 7th East, now they funnel into TRAX. If I have to take a bus and TRAX downtown, I won't do it, it takes too long, in 2 hours, I could get in my car and be there. I would definitely turn Bangerter highway into a full blown highway or another highway that would serve the purpose.

Question 37. What transportation alternatives or solutions would you recommend to address or solve those concerns?

- I would do a farther west freeway, farther west and south. I think Bangerter should be turned into it's own freeway.
- I would have a more coordinated construction plan.
- I would have done one area at a time. They did too much at once.
- I would have put in special bus roads, and just had more busses.
- I would I think I would put out one of those little portable billboards that put the words on them that tells how long its going to be and how big the construction zone was. They don't do that. I think better flag men, on the construction site and paint another lane going south because it really chokes up there its a hazard if you're going 90 miles an hour and you get choked off from four into three lanes.
- I would just like to be informed if the light rail is going to continue to be built farther south and if it's going to be continued what route it's going to take, overall just know the future plans for it.
- I would just say they need to get these roads completed.
- I would like the street planners to address the bike trails.
- I would like to see a TRAX line in this area.
- I would like to see a TRAX on the east-west.
- I would like to see busses in my neighborhood.
- I would like to see rapid transit.
- I would like to see TRAX go in on the west side.
- I would like to see TRAX out here.
- I would love to see TRAX out here.
- I would probably say some type of rail system. More light rail east and west.
- I would probably use TRAX or the bus.
- I would rather have them working at night or at least not during morning or evening traffic.
- I would really like to see something happen on the 114th corridor.
- I would recommend that 114th South ramp be built and that the South Jordan River Parkway be developed.
- I would say a toll road on the Legacy Highway.
- I would say definitely they need to plan. I don't know what they can do better but they're just taking a long time to get it done. It just needs to be done very fast. Speed up what they're doing and get it done. Construction takes too long. Maybe they're doing the best they can.
- I would say, the main thing I would say is to have the bus run down 13th more often not just at that time of day.
- I would want both Bangerter and TRAX to go around or another freeway route.
- I'd like to see an above ground rail system.

Question 37. What transportation alternatives or solutions would you recommend to address or solve those concerns?

I'd like to see them not do everything all at once in one area.

I'd like to see TRAX lines extended.

I'd love to see TRAX down here and I'd probably use it, but I'd like them to reopen the idea of the line going to Point of the Mountain. They've made it bypass South Towne. There's room for commercial growth down by the prison, but access is lost.

I'd say we need TRAX and more east and west across the river.

I've been waiting for the 11400 South on and off ramp and also I would say widen I-15 between those areas.

I'd like to see TRAX come over to the west south side.

I'd like to see a better bus system.

I'd like to see TRAX come out further.

I'd like TRAX to come further south.

If 11400 went all the way from Bangerter to the freeway.

If people don't want to sit in traffic tell them to move closer to where they work.

If the people don't like it they can find another way themselves, why does everybody have to take care of it. All you're doing is fixing it basically for more people and we don't need more people.

If the transportation planners could include information to the homeowner if their home is being built is it going to have a grocery store built by it or a park etc. to stay with the same system they have all over Salt Lake County instead of changing.

If there were a TRAX line I would use it.

If they could bring TRAX further south that would help since they are working on I-15, they should widen it all the way to Bangerter.

If they could give us another lane, like on Redwood Road. If someone is taking a right it holds everyone up from going straight.

If they could just do it all at one time. Get it all done in one shot.

If they could put light-rail out here that would be great. They would also need to widen the roads so people can get to and from the light rail station. And I-15 at the south end of the valley needs to be widened they didn't widen it far enough south.

If they do anything in the future they ought to put TRAX out here to the west.

If they had more buses going then you could just drive east or west more easily.

If they planned better then they wouldn't have to keep tearing up the same road.

If they would make the construction companies work specifically on the job that they are doing before they start on the next project, and give them bonuses to do so, there seems to be no line of reasoning in their scheduling of hours on projects.

Question 37. What transportation alternatives or solutions would you recommend to address or solve those concerns?

If your going to have a major highway coming through a community you need to make sure the existing roads can handle the traffic coming off the highway. Having 3 lanes merging into one creates a big problem.

I like the light rail they have on the east side and that would be really cool.

I'm not sure.

I'm thinking if they would do one major I know they have to do construction if they could do one major at once not do so many at once they need to not have so many construction sites on the road.

Immediately begin work on 114th light-rail has been a bigger success, I think there's a possibility with mass transit.

Improving the roads.

Increase bus service.

Information sent direct mail.

Informing the community, I didn't know they were going to take the State Street on ramps away. I would have planned differently had I known. I think there needs to be better radio traffic and the cell phone traffic line, in regards to the study area. All the information and traffic broadcast stops and 90th -106th South, and the study area are rarely mentions.

Instead of ripping up parts of different roads at the same time do one first, then the other.

Is it appropriate or not. Not having many streets being done all at once.

It is like they do everything at once. They need to go one at a time.

It seems like it has dragged on for too long.

It would be great if light rail continued down.

It would be great if they could get some more bus stops.

It would be great to have a TRAX out here. Or some express buses that just go over to the mall and back.

It would be nice if construction was faster.

It would be nice if there was a more clear alternate route instead of just dealing with Redwood or 123rd. Having a better way to get around the construction, viable alternate routes.

It would be nice if they had a sign at the side that said, "this road will be closed for one week". Estimate how long it will last.

It would be nice if TRAX came west.

It would be nice if TRAX went further into Draper and one that ran east and west.

It would be nice to see light rail coming out from the central location.

It would have been nice to have bus routes on that area. It needs better traffic signaling.

It's difficult for people to access the bus.

It's probably being handled, but wider roads. More lanes of traffic.

Question 37. What transportation alternatives or solutions would you recommend to address or solve those concerns?

I wish they would finish one road before they dig another one up.

Just keep working on them -- they do seem to have a fairly good plan in place -- I am thinking of 104th South with turns into 106th South.

Just a bus up to Bangerter and 11400 South.

Just coordinating the construction plans of it a lot of the construction going east and west goes on at different times.

Just get 114th fixed! - The state already owns the area.

Just get construction done.

Just get it done. It will be nice when it's done.

Just getting those additional roads in on 114th South.

Just don't know.

Just say cut down on driving so much and put in some more bike lanes and add sidewalks.

Just some future planning looking ahead and looking at major corridors and where they need to be.

Just try to keep the buses on schedule.

Just what they are doing and widen Redwood Road too.

Keep widening the roads but that causes the traffic problems.

Leave more areas open so you can avoid construction minimize projects to one at a time.

Leave the streets alone - do one at a time, not everything going east and west at the same time.
It is a mess!

Less people, I don't know.

Less population.

Less simultaneous road construction.

Light rail. (30)

Light rail and bike trails.

Light rail and the proposed Legacy Highway.

Light rail and widen streets.

Light rail continuing further south.

Light rail extension to the west into Riverton and South Jordan.

Light rail farther south in the valley.

Light rail spur off from commuter well or better routing of the bus system like electrical

Light rail to come further south and go further north.

Light rail would work out here the community, as a whole should be notified.

Question 37. What transportation alternatives or solutions would you recommend to address or solve those concerns?

Light rail, bus routes.

Light rail, connected to South Towne.

Light synchronization. Not enough main roads, better planning and having more roads go to places.

Light-rail and a larger and more complete bus system as the construction occurs.

Light-rail system or better bus system.

Local people in June or out of staters people come inside from Los Angeles to approach our own problems we should approach them ourselves.

Lowering the price of public transportation.

Maintain carpool lane to Point of the Mountain.

Major freeways major express ways possibly if they want too hook up light rail major planning needs to go in for a Wasatch Blvd. on the west side Bangerter isn't enough you keep developing its stupid.

Make it four lanes.

Make public transportation better.

Make sure they are looking at all their options and sharing it with the public.

Make wider roads.

Making it so more cars can get through the light. Better overall planning of commercial developments.

Making sure there's an alternative route, 126th and 106th is under construction on Redwood, leave open every other alternative.

Mass transit and a west side freeway.

Mass transit such as TRAX.

Mass transit; increase opportunities or suggestions on how to access it. Widening of freeway from 90th South going south on I-15.

Mass transit. Coordinate the traffic lights.

Mass transportation more of it available.

Maybe 114th going through to the west side.

Maybe another TRAX on west side.

Maybe extend a carpool lane into Utah Valley and it would be nice if there was an on ramp at 114th South. There are a lot of homes out this way and they get stuck at 123rd South its a two lane and doesn't empty very well at all.

Maybe have a TRAX that connected from the west side to the east side.

Maybe if TRAX went that way.

Question 37. What transportation alternatives or solutions would you recommend to address or solve those concerns?

Maybe just some sort of better transportation system. Better bus routes, more busses more often. More light rail, the light rail needs to go where the people like to go, like the shopping areas. One good example is TRAX coming out to 10600 South and they make no stop for the Expo Center. That has a major impact on people riding TRAX, why didn't they plan that? I think that was poor planning right there. They need to be put where they can be of use. Near shopping and restaurants, maybe light rail.

Maybe open up more lanes to get on and off the freeway and the roads leading up to the on ramp.

Maybe...I don't know. More streets I guess.

More access to UTA TRAX some public transportation.

More avenues, two lanes, bike paths.

More bicycle trails.

More bus routes. (2)

More bus routes - east-west TRAX line maybe.

More bus routes, wider roads.

More buses and light rail.

More buses and UTA, wider roadways.

More buses in the area to connect with TRAX crosswalks across the parkways.

More buses or TRAX.

More buses with more stops more stops.

More carpooling and widen the streets that are consistently filled with traffic one at a time. Road construction needs to be supervised more directly by the government.

More city planning, they built 9800 South, and they were not thinking long term, connecting it to Bangerter and stuff, so they only put in a two lane road.

More construction done at night rather than the day.

More convenient mass transit.

More convenient busses, id like to see TRAX on the west side, whenever they do a major freeway construction, they ought to include a TRAX line in it.

More coordination, don't start construction on everything all at once and trap people that don't have any alternate routes.

More designated bike paths or marked area along major roadways dedicated to bikes.

More detours, don't do everything at once.

More direct busing or TRAX.

More east-west roads.

More east-west roads and maybe light rail.

Question 37. What transportation alternatives or solutions would you recommend to address or solve those concerns?

More east-west roads, and more traffic enforcement.

More east-west roads.

More east/west roads that are complete to Bangerter improve those.

More efficient, wider roads.

More even distribution between widening between 106th and 98th and 114th.

More flashing signs before you get to where you need to go.

More frequent bus from 1300 West to the TRAX station.

More frequent buses. (2)

More highways and less people.

More highways and light rail.

More information and get the on and off ramps installed. Then fix the surface streets from all of their bottlenecking problems.

More lanes.

More lanes (State Street) major problem right now is construction at 123rd on I-15.

More lanes and wider roads.

More lanes through I 15 through Bangerter. Continue the commuter rail to Provo at least.

More lanes, more through streets.

More light-rail.

More light rail and a commuter rail.

More light rail or maybe in fifteen or twenty years a subway system.

More light rail trains east and west, not just n and s.

More light rail, heavy rail, more bicycle pathways.

More light rail. Shorter bus route. Almost like a trolley.

More lights more traffic lights. More widening of the street.

More lines of traffic.

More master planning of what to do with roads on the east side of I-15 so there are more interchanges off of South Mountain.

More money, funds in order to complete the project.

More notice.

More off ramps and wider streets.

More on and off ramps.

More or larger streets.

More people use public transit.

Question 37. What transportation alternatives or solutions would you recommend to address or solve those concerns?

More people taking bus.

More people taking buses during rush hour hours.

More planning for them.

More public transportation. (3)

More roads. (2)

More routes with fewer lights places to go under the freeway other than the intersections with lots of lights.

More sidewalks, or bring the roads further out away from the sidewalks

More streets and highways.

More through roads going east and west especially across the river and I-15.

More traffic lanes.

More traffic lights.

More trains and more buses.

More transit like light TRAX, and more buses, more community transportation.

More transportation, they need 114th South to run all the way to Riverton.

Mostly east-west traffic. If you've got ulterior streets you can cut back and forth instead of going around.

Motorcycles I guess bicycles.

Move more retail and business in other areas, spread out more.

Move the islands out.

Move the sensors out farther.

Move TRAX more south.

More good public transportation on the West Side of the valley, east and west and more often.

Multilevel parking at TRAX stations see how to work around law suits around 114th south.

My business is travel. Better roads and better communication with traffic lights.

Mass transit.

No comment. (101)

Need more planning before they start eliminating lanes so at high traffic times there is better access through intersections. No barriers when there aren't any workers.

Need to build it and extend TRAX to Draper.

Need to get done, help ease congestion going east and west, west of Redwood there are a lot of schools affected by transportation.

Needs to be widened and have a freeway off ramp.

Question 37. What transportation alternatives or solutions would you recommend to address or solve those concerns?

Nice if they were able extend the TRAX.

Nighttime construction.

None of the major transportation sources, bus or TRAX operate the hours that I need to go to work. So I drive and it's not much of a problem in the morning but it's a problem coming home. It would be great to have buses or TRAX run at more convenient hours for me like at 4:30 a.m.

None. (9)

Not a problem now -- they are asking for a solution when there is no problem

Not do major arteries in the same area in the same space of time, coordinate and leave some areas that are not impacted. Signage at 123rd, 126th where it comes to Riverton, they have cones everywhere, very simple to move them a little and get one area ready to have a turn lane instead of everyone backed up

Not doing all the construction all at once. (3)

Not smart enough to know.

Not sure.

Not taking on so many projects at once.

Not tearing up the alternate routes of major routes.

Not tearing up all the road at the same time.

Not to do it all in the same area at the same time.

Not to tear up all the major arteries, do one road at a time fast.

Not to work on everything at the same time.

Not TRAX available, but if there was, it might help.

Nothing. (4)

Notification in the paper for construction.

On and off ramps for the freeways.

Once they get it done it'll be okay. I don't really know.

One thing that will help is when they get the construction done.

Only one road at a time torn up.

Open 98th before they get more garbage on 104th.

Open meeting like a Q&A type thing.

Opening up 114th at the freeway.

Patience.

Patience because once they are done it will be fine.

People carpool more so it's less congested the construction to get done faster.

Question 37. What transportation alternatives or solutions would you recommend to address or solve those concerns?

Perhaps more buses for the people that use them.

Placing TRAX line on west side, better bus routes to and from hub.

Plan ahead.

Plan better. If you are going to do this main artery don't be doing another main artery at the same time. In Arizona they work at night in the summer and they don't do it here very often.

Plan more surface street construction so that they are not being done all at the same time.

Planning now for freeway and major thoroughfares for the next 30 years and purchasing lands for them now.

Possibly light rail. (3)

Probably additional carpool lanes.

Probably carpooling, bus, perhaps TRAX.

Probably get TRAX out here, further south, we have not bus service.

Probably increase light rail and commuter rail.

Probably just better information. I think if they went through on 114th, it would help us.

Probably public transportation.

Probably putting in a couple stop signs on frontage roads it would break traffic.

Probably wider streets.

Probably, more east and west roads would help take off the load.

Probably getting light rail by the mountains.

Proceed with the 11400 South on ramp and get light rail to this area.

Projects to improve surface streets and improved development of 114th South to the freeway.

Proper road building.

Public transportation and TRAX.

Public transportation, the bus.

Put a monorail in.

Put a road across the Jordan River before they tore up the other one.

Put in a freeway onramp.

Put in an off-ramp and on-ramp on 11400 South (an interchange).

Put in bus and light rail, but don't tie it to downtown, there's other places in this valley, they should have a hub in the west.

Put in more 4-lane roads.

Put in the exit on 114th and widening the freeway.

Put more bike lanes in.

Question 37. What transportation alternatives or solutions would you recommend to address or solve those concerns?

Put more TRAX spurs in and maybe bring up what they were planning with a commuter trail from up north and down to Provo.

Put some buses on 13th West.

Put speed bumps on Rustic Road from 22 West and 27th West and signs telling them to slow down and put up streetlights which will help with the vandalism and robberies etc.

Put the freeway entrance back to where they had it before they tore it down in Draper at 118 South.

Put TRAX all the way out there.

Put in a little trolley out this way.

Putting signs out or in the papers.

Quit digging them up.

Quit selling so much freaking property.

Rapid transit is wonderful or it was in California its no where but major streets.

Rather than electric light rail from south in Sandy to north into northern Utah County or Salt Lake County.

Reconstruct the roads all at once really fast and maybe put more of the city's money in to doing that.

Reduce it so not so many people live here.

Replant the trees on 126th, I 'd love to have TRAX come out this far south, on 123rd and 106th, expansion should continue past Redwood Road.

Rethink the stoplight. (11400 SO. and State)

Ride the TRAX or UTA.

Road widening, I think they need to work on 126th, I never get anything in the mail with a projected finish date or what they've accomplished, and I would like to see light rail out here.

Roads.

Roads need to be widened, and not have everything under construction at the same time.

Roads. We are behind on roads. There are a million people who moved in and in Salt Lake County.

Run TRAX farther south and make sure the freeway lanes are always open.

School busing.

Seeing rail over to west and east side.

Ship growth outside of the valley I would prefer to see more green space rather than house after house. I would rather have 1.2 million living in the valley rather than 4.3 I would rather have personal space.

Question 37. What transportation alternatives or solutions would you recommend to address or solve those concerns?

Short term: better communication between communities and state contractors that are doing the projects aren't obeying the law and providing signs and flag men creating hazards to public long term public transit TRAX access on the west side.

Should be an off ramp 114th South.

Side walks, bike lanes, and don't tear up every single roadwork on one road at a time with a lot of people and get it done fast.

Since I travel by surface it would be roads.

Synchronizing the lights so it coordinates with the speed limit from 9000 South.

Some better alternates as far as detours go. Once they shut something down we cannot go that direction at all.

Some kind of east-west freeway or major road, some way to get from one end of the valley to another. That is the one problem.

Some more stop lights.

Some of it is underway, when they get the roads finished they need to set the lights properly so the traffic can flow.

Some of the people that are drawing the maps and the roads need to come to this area and drive it and see what their changes result in. They have pushed all the traffic to 12300, I'm glad I don't have all that traffic on 114th, they closed off 10th east. Sometimes when I'm driving thru and area they have changed I think, "what are they thinking?" Sometimes I think they are just sitting in an office making maps, solving the problem that way.

Some places need more traffic lights.

Some planning would be very good with the other cities so that you don't go from four to six lanes to two lanes. Community meetings and long term planning.

Someone to flag the cars or a light.

Speed the process properly and try to be fairer with the residents in the area that are being personally infected.

Speed up the process of widening 106th and 123rd.

Stop light coordination.

Stop lights and opening 3rd East.

Stop road construction, complete it, they need to time the lights that go up over the freeway better.

Support idea to widen I-15 through that area.

Synchronize east-west traffic lights and change how left hand arrows work, the left arrows should be after the through traffic.

Take cars away from teenagers and old people.

Take it through.

Take the frontage road.

Question 37. What transportation alternatives or solutions would you recommend to address or solve those concerns?

Talking about bringing TRAX farther down which would be nice, but I live off of State and I don't know how it would affect the residents having TRAX come through or if they'd accept it. More frequent bus service to get to TRAX stations and in general.

Taking TRAX all the way to Provo and east-west. They probably need another circle freeway like I-215.

They still need accessibility where they tore the bridge out.

That they do it. They need to get on with it.

That UDOT develop some workable plans and get going on them.

The buses are working good.

The bus routes.

The bus service seems to be okay.

The east-west corridor between 11400 and 11800 South widen the roads.

The light rail would be very helpful.

The main one is that they put so that the freeway lights don't back traffic up onto the freeway.

The roads going east and west are very important.

The roads need to be made wider.

The same thing. Easier access to I-15 and larger roads. More double-lane roads.

The small vans.

The things being done right now, widening of roads will help congestion. Building 114th South would help. When I walk or bike it would be helpful to have more places to cross the roads, specifically on 104th South, midway between 13th West and Redwood Road. It would be nice to be able to cross part way in between.

The TRAX idea of coming out west would be a big weight off of Bangerter Highway.

The TRAX is a really good idea.

The way the construction is operating don't do it all at once.

They're addressing my concerns currently. I understand TRAX is currently planned to go through residential Draper. I would prefer that it go through commercial areas and have people drive to it.

There are just more people I don't think that there is a big thing they can do to alleviate the problem.

There aren't any alternatives.

There is nothing that can be done during construction. I think UDOT has done a nice job of re-routing us.

There is wide-open land here. They could make light rail stations; there are rail lines out here. I am aware they have purchased some lines but they are very far west. I also think that if they made 118th South an on and off ramp, that would help. I don't like how they wait until the

Question 37. What transportation alternatives or solutions would you recommend to address or solve those concerns?

growth is already there before they widen Redwood Road and 126th South. They need to plan ahead.

There needs to be another road.

There needs to be more roads that go east and west specifically and they also need to not have everything dug up at the same time.

There needs to be some major east-west routes, like TRAX.

There are not many real transportation alternatives. Light rail has to happen sooner or later through Sandy and Draper and to Provo. I think light rail is so much better than buses.

There's somewhat of a bottleneck there. I don't know how many lanes it goes from and to. Street signs, highway signs making it unlawful to merge after a certain point. At one point in Phoenix people would race in a dominant lane and the city made it unlawful to pass/change lanes between certain points like where it goes from 4 lanes to 3 lanes. I think if they started getting people into those three lanes sooner it wouldn't bottleneck like it does. A sign that said: "This lane exit only". There's no way we can get more east-west where we live, it just needs to be wider streets with more lanes, but Bangerter has helped.

They are already widening them but it would be nice if they didn't do them at the same time, 13th West is being worked on also.

They are in the process of widening the east-west arteries -- they are doing 126th South and next 114th South and then next work on the southern portion of 56th West for the Legacy. There also needs to be spurs for light rail west of Bangerter Highway from Sandy on over to the western part of the valley.

They could probably put them on the TV or radio periodically throughout the day.

They could take a couple maybe 10 feet of grass that they could make more lanes.

They have to do an EPA study hurry and get through with all of that.

They have too many constructions going on, they have State Street and Redwood; they could keep transportation going.

They just need to do studies for the traffic and rebuild 700 West but they need the funding for that and also the sidewalks.

They need better bus routes in the study area and more frequent as well.

They need more off-ramps. Either put State Street back on or gives us another one. We need TRAX in the area with a parking lot.

They need some sort of highway or several lane roads going east to west.

They need to build that on ramp. I've heard plans of putting an interchange about 11400th which I don't particularly like. I think that they need another ramp there.

They need to continue TRAX. Make a south end of the valley east-west line that would connect to the north south main TRAX line. And extend the TRAX line south so that we could also use it going south.

They need to develop TRAX more.

Question 37. What transportation alternatives or solutions would you recommend to address or solve those concerns?

They need to extend light rail going in north, southeast and west.

They need to get 11400 going through as soon as possible.

They need to have bus systems that go east-west more.

They need to improve the traffic flow, construction could get done that would help.

They need to look at not closing/working on every road at the same time.

They need to open up another lane on 123rd South or offer an alternative entrance to I-15.

They need to widen I-15 all the past Bangerter and the State Street bridge needs to be put back

They need to widen the roads and have sidewalks especially along the main roads. They need more buses maybe another TRAX outlet at 114th South and maybe something on the westside.

They need to widen the roads also light rail should go east to west into some of the more populated areas.

They need to widen the roads or build more of them.

They need to work on the road structure prior to any buildings at all period.

They need wider highways with no medians.

They should continually widen the roads.

They should have more signs out bigger/ brighter stating where the bus stops are. I also think that they should have student discounts for college kids for BYU and Utah.

They should have stayed with roads and a block system and the entire street was open instead of the aesthetically pleasing cul-de-sacs which would relieve pressure of the major streets.

They should have widened I-15 all the way to the Point of the Mountain the bottleneck is a major problem.

They should keep on going with TRAX especially on the west side; they also need bigger parking lots. But that is not the answer to all, they need improved bus systems that travel at times according to the need of the people.

They should plan ahead before tearing up adjoining streets.

They should probably put TRAX the rest of the way down.

They should put more TRAX in.

They ought not to dig up a whole bunch of the east and west corridors at the same time. When they're chewing up a bunch of the north south ones AND the east-west ones it should be scattered out further so a person can work their way through. My wife commutes to Sandy and it takes her 45 minutes to get from my house in Riverton to 90th South and Main Street.

This part of the valley is beginning to expand; we listen far too much to groups that want to shut things down. People are moving out here like crazy and we need to have things developed quickly, I don't understand why there are people standing in the way of getting new roads, maybe because they think that the roads bring new people. Well the people are here and we need to develop a way to get transportation routes developed more quickly. We need the

Question 37. What transportation alternatives or solutions would you recommend to address or solve those concerns?

roads for all of the people here. I wish they would get through with the construction as opposed to doing one part and then the next.

Time lights right to get maximum use out of them.

Timing don't shut down every intersection or bottle everything down at the same time, take what you can down at rush hour.

Timing of the lights.

To continue to use the major ones that they have over in Riverton. Make those the major ones and forget about 114th.

To do one thing at a time on the construction because on 10600 and Redwood they're tearing it up so you can hardly use it. On 12600th and on 1300 West, they've totally torn it apart so it is totally congested there. Start one project and then finish it so people have an alternative route.

To get more TRAX they could have better bus systems to get you to TRAX.

To get on with the extension to the freeway.

To have another off and on ramp and the light rail.

To have more people to do one job than to have many people scattered doing many jobs. then the time frame would be less for every job.

To just do one project at one time instead of tearing them all up at the same time.

To not tear it all up at one time. And to market further ahead.

To only do one project at a time.

To widen some roads and make more freeway exits around the Draper area.

Traffic signal on the South Jordan Parkway at Mulligan's.

Trams.

Transit. Like the systems in Washington that can carry lots of people.

TRAX. (17)

TRAX and buses.

TRAX and light rail going west.

TRAX and road widening.

TRAX extended farther south, and on 123rd South with the additional lanes on the off ramp are good.

TRAX extended out here.

TRAX extending south.

TRAX extensions would help greatly.

TRAX further out on the south side.

TRAX further south.

Question 37. What transportation alternatives or solutions would you recommend to address or solve those concerns?

TRAX go farther south and there really needs to be east-west TRAX out south.

TRAX going farther south.

TRAX is a good solution.

TRAX is good. (2)

TRAX is good. I don't travel so much but my son uses it just about everyday. Buses need to run on Sunday.

TRAX line east to west.

TRAX lines.

TRAX on the west side would take a lot of pressure off.

TRAX or another rail system into Utah County, bus to Utah County, another highway to Utah County.

TRAX out here wouldn't be bad.

TRAX right up Redwood.

TRAX should go farther south. (2)

TRAX, south five lane road.

TRAX system to downtown would be nice, I think more east-west roads would be nice, and make the ones that exist larger.

TRAX to 123rd.

TRAX to come out in that area and UTA busses to take people to TRAX.

TRAX would be good in the south, and exit 11400 would help a bunch.

TRAX would probably help from there. Better roads.

TRAX, bus, bicycle paths, wider streets-more lanes.

TRAX, I think they need to tell people in specific areas, go door to door or make a website, but there were streets, I didn't now about. I wish there was somewhere I could go to find some information like that. Have more than one kind of bus, a smaller kind of bus that comes more often.

TRAX, tell them to build TRAX.

Try to get it done faster.

Unless they do TRAX out here I don't know.

Until the construction's done there's probably nothing that can be done.

Vehicular issues are most important.

Wait till they are done.

Walking or bicycles.

Question 37. What transportation alternatives or solutions would you recommend to address or solve those concerns?

We have two new interchanges Bangerter, and the freeway and frontage road and Jordan Parkway. You can get places. We don't need the new interchange on 11400th.

We like the TRAX and more of the public transport would be good.

We need 114th put all the way through. Since we don't use the bus, I don't know if it would be good, but I think it would be nice to have a to get over to the east side to ride TRAX.

We need more light rail. I think that in a car society, as most of us are that most of us are ill informed on how to use a bus. I myself have very rarely ridden a bus to me its intimidating so I don't use it.

We need more red lights and more widening of major surface streets.

We need more roads that go through to redwood road here on the west side.

We need more TRAX and a better bus system that connects with it.

We need the TRAX all the way out, and roads widened so we can get to TRAX.

We need to widen I 15 in this area and extend TRAX to be used in this area.

We need TRAX out here.

We should all start walking.

We thought about renting a helicopter nothing we will have to live with it.

We would love to have TRAX out here on the west side.

Well as of right now I-15 should have been widened more south it was a poor design it takes more time to stop at lights Bangerter should have been a freeway

Well I would say probably around the clock construction to get the construction done sooner. I think it would be good to get more people to participate UTA sponsored car pooling, not that you have to go get on a big bus even if it was just going to the store running errands like that, but it would solve the congestion if people would be more willing to do that.

Well it's so hard. I think we need more police officers on the highways--Bangerter is a hazardous place to drive. People don't realize there are a lot of lights to go through and there are a lot of deaths on that road.

Well, just widening the east-west traffic. The other ones are on the way, they're widening Redwood Road. They need to get that widened.

What are the alternative routes and how long it will take so I can plan for my personal needs. Do it in a way that is convenient for me to find out.

When construction is going on the need to coordinate. We had major closings in streets going north and south. With the roads closed we can't go anywhere, esp. 1300 West or Redwood.

When making the roadways they have to realize how big the roads need to be, they are not making them big enough.

Whoever is making these studies is slowing it up from them doing it. They are wrong.

Widen all the way down they need an access road somewhere between 98th South and 104th from Redwood Road west.

Question 37. What transportation alternatives or solutions would you recommend to address or solve those concerns?

Widen and correct the freeway from 106th South going south and extend the light rail all the way to Provo.

Widen and curve 13th West and finish the Redwood Road construction and the construction on 123rd.

Widen both those routes and provide TRAX further south.

Widen I-15 all the way down to Provo-Orem and a bicycle lane would be great.

Widen more streets find a way to lengthen 114th South to the west.

Widen roads. (23)

Widen specific areas going east to west.

Widen streets, two lanes to four, putting Bangerter in those areas.

Widen the 2 lane roads.

Widen the freeway.

Widen the freeway, and make more lanes. I would also like to see on ramps at 114th but that would probably clog it up more.

Widen the off-ramp on 106th and 123rd.

Widen the road and appropriate turn lanes (center and right turns).

Widen the streets and I don't mean three lanes.

Widening major arteries.

Widening of major streets.

Widening Redwood.

Widening roads. They could make a road from Sandy from 114th to the west side on Bangerter. I don't know what the right of way is there but that might relieve some of the congestion.

Widening the Cedar Road to Bangerter or I-15.

Widening the freeway after 106th.

Widening the freeway after 106th through up north and the Point of the Mountain. There are only minor problems on the street.

Widening the roads and the freeway widening 126th South to Bangerter from I-15 widening 104th South from Redwood Road to Bangerter.

Widening the roads and more trees.

Widening the roads so that they are more than two lanes. It will take me 15 minutes to go three miles.

Widening the roads, I think the congestion is because they are trying to do that.

Widening- they need to widen 12600 and 10600 beyond Redwood.

Wider bike lines as far as bus routes, need more of them, and I would like to be more informed of what the bus routes are.

Question 37. What transportation alternatives or solutions would you recommend to address or solve those concerns?

Wider roads, when there is an accident you may as well forget moving because South Jordan police don't make an effort to clear the roads for traffic.

Wider streets more lanes on the major roads.

Wider streets, you know more lanes.

With the 106th off ramp they put a light there but people are not getting out of the way and 123rd needs to be done as fast as you can.

Work at night. I think they could plan their construction a little better than what they've done.

Work faster on the roads.

Work nights when you can. Work double shifts get it done.

Work on one highway at a time.

Work on one major road in one direction at a time.

Work on streets at different times. A major east/west road put in.

Working on one road at a time instead of all of them at a time.

You want to see more car pool lanes more efficient more bicycle friendly roads and trails.

Question 38. What specific community groups or individuals do you think should be included in the transportation planning process in the Study Area?

A citizens group that has to do with UDOT and the city council and the mayor.

A governors bicycle group, community leaders from each city not just plans it city by city but by the whole valley as a group.

A lot could be involved if they wanted to be. I don't think people are stopping people from getting involved.

A lot of diverse groups, the more people that come together the better.

A planning committee.

A politician from each community should be involved.

A representative from the major areas. They could divide it into quadrants and put it with people instead of the government making all the decisions.

A sampling of different people from businessmen to residents.

Ad hoc committee.

Ages 18-75.

All. (71).

All ages that can vote, are a homeowner, or live here.

All citizens.

All drivers.

All groups of all ages because it affects all, especially the taxpayers because it affects us all.

All groups the city counsel city administration.

All homeowners and landowners.

All of the city councils and additional citizens group.

All of the city people, the community council and the community at large.

All of the towns that are in that area.

All of them. Citizens, and city officials. Have it more public so the citizens can get in there and find out what's going on.

All people over 18.

All residents and business owners.

All residents that are going to be affected -- the people on either side of redwood road for particular.

All segments of the community.

All the citizens and city planners.

All the city council that is involved, all of the surrounding cities.

All the community government.

All the community should know and be involved in it.

Question 38. What specific community groups or individuals do you think should be included in the transportation planning process in the Study Area?

All the neighborhoods, all pockets, people affected by it, not just select few from certain area, wide variety of opinions.

All the people should be included, by mail information about road changes.

All the state officials. UDOT. State officials. All the major communities.

Any city administration. Or employee and the community.

Any of the public that wants to know and south Jordan City because it affects them directly.

Any person or neighborhood or where construction might take place should have a say in it. That the traffic doesn't alter for the people who live there. For instance a skywalk.

Any resident in that area should at least know that there is some planning being done so that they can choose to be a part of meetings, etc. The city governments and transportation groups that ultimately probably know the best plan.

Anybody of driving age should have a say in the planning process.

Anybody that drives a car.

Anybody that wants to and is affected by it.

Anybody that wants to ought to be involved. Certainly the city councils. I strongly oppose special interest groups having special involvement.

Anybody with a resemblance of people who know and let the community decided.

Anyone affected by an east and west freeway.

Anyone that lives in that area, anyone that live in the south end of the valley on the west side, and include everybody.

Anyone who lives in the area and wants to be involved.

Anyone who lives in the study area.

AARP, all the city councils and planners so it's a coordinated effort.

As many as possible.

At least 2 people from each subdivision, someone from the state, and someone from the town council.

Besides the city planners and mayor everyday citizens should have input.

Bicyclists.

Block meetings.

Business groups for one would be critical. Planning and zoning for surrounding cities. Committee for public voice.

Businesses and local residents.

Businesses and residents.

Businesses that are along those areas, local government. Any citizens who want to be involved.

Businesses, residents.

Question 38. What specific community groups or individuals do you think should be included in the transportation planning process in the Study Area?

Businesses, residents, the government entities, and people that use the area. That is major business area for places like Riverton, we use it all the time.

Businesses, retailers and people in the neighborhood.

Business and residents, it seems like there is no coordination between city and state roads.

Chamber of commerce should be contacted and families.

Churches.

Churches and schools and the entire general public that uses it.

Citizens, cities, and UDOT.

Cities within the study area, citizens of those cities. Salt Lake County needs to do a better job of communicating what's going on.

Cities, neighborhood councils and city planners.

Cities. Local government and their planning department.

Citizen action groups.

Citizen groups and cities, people at large if you live in the affected area you ought to know about it.

Citizens along with planners and city people.

Citizens and business.

Citizens living in the vicinity.

Citizens or the mayor, and the city council.

Citizens, council members.

Citizens, the community leaders, construction and planning personnel.

City and county facilities that are impacted, council members.

City and county government Utah transit and Utah highways.

City and county governments, large retailers associations, schools, and neighborhoods.

City and county governments.

City and county officials, parks and trails commission and community input from meetings.

City and state officials should meet together.

City council. Community groups.

City council. (11)

City council local legislator's quality growth commission.

City council school groups like parent teacher groups.

City council and environmental groups, and geological survey groups to help with earthquake work.

Question 38. What specific community groups or individuals do you think should be included in the transportation planning process in the Study Area?

City council and all the way up.

City council and local residents.

City council and mayor, citizens.

City Council and town meeting.

City council mayor.

City council members, listening to public voices.

City council should be included; they should make up a group of citizens within these areas, 10-15 people from different areas of the city and use them as a board for the issues. We are the people that drive every day on these roads that are so congested; they need opinions of real people.

City council and also neighborhood representatives should have more of a voice.

City council, any kind of politically minded non-partisan group.

City council, businesses, community members.

City council, citizens committees.

City council, I'm not exactly all sure who should be.

City council, police.

City council, residents.

City council. County government. The governmental entities that people elect.

City council. State legislature.

City council. And all city planning people and the community as a whole.

City councilmen and other inner-city parties and any interested citizens.

City councils major newspaper coverage.

City councils and citizens groups.

City councils and the planning commissions of all the affected cities and individuals who want to make public comments.

City councils of each city, the mayor, part of senate, and a voice of opinion of the public and an approval of funding after the funding problems are cleared up. Utah has bad funding troubles when compared to other states especially when it comes to schools.

City council and community groups.

City engineers and city planners.

City fathers.

City government agencies of all those involved.

City government.

City government individual people state government UDOT.

Question 38. What specific community groups or individuals do you think should be included in the transportation planning process in the Study Area?

City government and business owners and neighborhood groups.

City government not just UDOT and definitely residents like myself. Specific people not just anyone off the streets, maybe one person from each area.

City government people in the neighborhood it would affect.

City governments, community groups public meetings.

City governments. State governments.

City of south Jordan.

City officials.

City officials the community at large.

City officials and the general public - esp. That lives in and uses that area.

City officials and whoever is in charge of the roads and the individuals in charge of the city budget.

City officials that's about it.

City officials, members of the community if they want to be included on that.

City planner, city manager, UDOT, government agencies, some way to let the public know if they have issues.

City planners.

City planners and the community.

City planners, citizen groups, just regular citizens.

City planners, employers and perhaps a focus group of commuters.

City planning commission sheriff.

City planning people. Open it up to residents.

City planning so UDOT can discuss what they are doing and get comments from the people in the community.

City planning. citizens committees, general public.

City staff of the city's developers of communities in the area and the retail establishers.

City, police (they have to get back and forth and around), citizens committee.

City meeting.

College students.

Commissioners.

Community.

Community around them. Anyone.

Community council things.

Question 38. What specific community groups or individuals do you think should be included in the transportation planning process in the Study Area?

Community councils, political leaders general public open forum.

Community councils.

Community forum made up of local residents to speak on behalf of their area, city council members.

Community groups city government.

Community groups - stay within community organization like Riverton small community, stay as close to people as possible, stay away from government, finances should be sent to that particular group instead of federal group because they know their needs better than Leavitt.

Community groups different city government working together.

Community groups need to be heard but everyone wants it in someone else's neighborhood, citizens don't always choose for the best of the community. You need city officials that are interested in the good of the whole community and do it the way that it needs to be done, but it doesn't hurt to listen a little bit.

Community members and people who are using them in businesses.

Community people as well as the state and UTA and the city that is involved, as well as heavy community involvement. Letting the people know what is going on. I am not one to run to a meeting, but I do read the community newspaper.

Community planning ward.

Community residents.

Community service groups.

Community surrounding it.

Commuters from Draper that try to get through.

Commuters from south to north and west to east.

Commuters that go into town everyday, workforce going into town.

Construction people, engineers and some form of citizen input.

Cottage community homeowners association.

Councilman and police officers and fireman that are out there in the streets every day.

Council members.

Council members, public feedback.

County councils local city councils and residents.

Course the city and interested citizens.

City Leaders, and a good mix of citizens.

Definitely the city council and the planning and zoning I think that they need to be aware of what's going on construction wise so they don't shut down all the roads.

Definitely city planners, parks and recreation, city committees.

Question 38. What specific community groups or individuals do you think should be included in the transportation planning process in the Study Area?

Definitely older people and some high school kids.

Definitely the people living in the area and the pace group.

Different cities - somebody, a resident from the population to speak of the people.

Disabled and city planners.

Disabled groups, shift workers.

Don't know. (96)

Don't know who is already, so I guess the city officials, mayors of the cities and their people.

Community leaders.

Draper City, Salt Lake County and businesses in the area.

Draper City could be involved.

Drivers.

Education, each respective city, it would be nice if they had citizen representation versus government.

Elderly and young generations.

Elected city officials and residents who live here.

Elected officials city councils and anyone in the immediate area who own a business.

Every conceivable and possible group, everyone should participate in that decision.

Every one in that area.

Every resident should be personally invited. Not the people who bought commercial.

Everybody I know who the representatives are so I think everyone should be involved.

Everybody affected voters.

Everybody except the Mormon Church, they run too many things in this valley.

Everybody I don't think there is anybody left out.

Everybody in the study area should be included.

Everybody living in the area, business owners, city planners,

Everybody, meaning all the citizens 16 and older meaning drivers.

Everybody should be included, as many voices that can be included should be.

Everybody should be involved and have a say. Not just the leaders but citizens.

Everybody that has an interest in it.

Everybody that lives there.

Everybody who lives in the community.

Everyone, that would be directly using that area.

Question 38. What specific community groups or individuals do you think should be included in the transportation planning process in the Study Area?

Everyone, people who commute in that area and those who use commercial vehicles in the area.

Everyone including residential and business.

Everyone interested.

Everyone involved businesses and residents it affects.

Everyone involved. Everyone in that area.

Everyone living in the area should have some say.

Everyone that has an interest in it.

Everyone they should involve the community and have meetings and let people know who are in the community.

Everyone, elected representatives.

Everyone, open meeting at first, then public officials.

General population.

General public and key city officials.

General public no one in particular.

Get the word out to communicate with the public.

Go down to small community groups, especially if it affects or blocks our neighborhood.

Good rep of all neighborhood groups. All areas should be represented.

Government elected officials, and UDOT officials.

Government officials I think to many people have their hands in it.

Government, and schools and community interest groups.

Govt.

Guys with brains.

Handicapped people. (2)

Heads of architectural committees.

Homeowners should know maybe business owners.

Home owners that it affects and anyone else who is interested and uses it.

Homeowners.

Homeowners and city officials.

Homeowner's assoc. or neighborhood group.

Homeowners.

Homes and businesses that are around there.

I am satisfied with things as they are going -- those already involved.

Question 38. What specific community groups or individuals do you think should be included in the transportation planning process in the Study Area?

I don't know about any groups but the citizens that are affected.

I don't know what groups there are, but the community groups and leaders should meet in a committee and try to find a way to spread the information to the average citizen who doesn't attend meetings and doesn't know what is going on.

I don't think it should be South Jordan because they are too greedy. Someone else who can see the whole picture and sees all of the congestion. Anyone but the people who are interested in expanding the population. We need an advocate who can see the overbuilding in the area and put a stop to it.

I guess the commission and mayor.

I guess just the local people.

I guess the leaders of each area, or city.

I guess whoever feels that they have something to contribute.

I haven't contributed any I don't think any have.

I know they hold public meetings. I don't know what means that information is assimilated. The officials that are involved in the specific areas.

I think the local officials should be involved and on the big projects like I-15 they should have input on.

I think all the cities Riverton, South Jordan, Sandy and Draper.

I think all the people ought to have a role in helping determine what is done.

I think citizen groups, and not just government groups. They need more common ordinary citizens that drive the roads every day. Instead of always having government agencies decide. If there have been any groups that are for or against, they should get their input.

I think community leaders and residents that have the facts.

I think every one that drives.

I think everybody in the community.

I think everyone should be involved. I think the idea of someone putting it in the utility bill that updates the master plan and all the projected projects. I would be curious to look at the website and see what it is all about and send an email and have a chat with the planning commissioners.

I think it should be taken to a vote whenever they make a huge decision I think they should let the public decide what they need.

I think it should be the people involved and lives its ongoing to effect.

I think it's the people that live in the area that need to be included.

I think just the city council would be fine.

I think probably a mixture of people who would use it on a daily basis. I think some of the city government should be but not just them.

I think the people that live in the community.

Question 38. What specific community groups or individuals do you think should be included in the transportation planning process in the Study Area?

I think that should be open meetings to the public.

I think the city itself ought to coordinate.

I think the governor, UTA, the highway patrol, residents.

I think the neighborhoods that have associations those that aren't should have community meeting where they can voice their concerns.

I think the people that live in the vicinity thereof.

I think the young people and the older people. And even myself at 86. I would be interested in knowing what is going on.

I think there should be some environmental groups and reports, city planners, and traffic count, people that are actually in and using the study area.

I think they should create some community groups that don't exist, like neighborhood groups, as well as community and political interest groups.

I think they should let you know about public meetings so that you can actually be involved when it is going to affect your specific area.

I think they should probably have the city council and mayor when they're going to tear up the roads. Also businesses should be involved.

I think you should bring in all the elected officials in the area I think UDOT should be in there too they need to look more to what each community is doing so that one isn't starting a project when the other is too.

I want to see the city council involved.

I would like them to solicit for people to join committees or discussion groups.

I would say neighborhood groups.

I would say particularly. The people who own businesses that will be involved or negatively impacted by the construction.

I would say residents.

I would think everybody.

If I were a good citizen and went to all those meetings and cared then I would say elected officials--Riverton City.

If there's any place where the transportation is going to go through those people should be informed (in the immediate neighborhoods).

If they are going to do 114th South, the people that live there locally should be involved in the planning and meetings.

If they would just inform the neighborhood watch.

If they're going through there. I think all the neighborhood watch should know what is going on through there. They don't even let them know what they're going to do in those areas.

If you work for the county government;

Question 38. What specific community groups or individuals do you think should be included in the transportation planning process in the Study Area?

I'm not sure who could help that.

In a community of neighborhood level.

Individuals who live in the community of the area.

Individual citizens I don't feel comfortable anyone is going to represent my viewpoint other than my self you have a lot more passion other than being paid to represent.

Individual residents who live right here.

Individuals should be included.

Individuals that live in that area.

Individuals that live on the streets, like if they're extending TRAX anyone on that route line.

It doesn't hurt to have everyone involved business owners and homeowners.

It's not so much who should be included if they're not going to listen.

It would be nice if they worked together but I can't tell you who they are.

Just open it up to the public and get rid of the ACLU

Just any concerned parties. Just open forum.

Just the citizens.

Just the city and county government.

Just the community as a whole.

Just the community council planning groups.

Law enforcement they can designate the lines turn lanes.

Let the public have some sort of say in it.

Like city council and the community members.

Listen to the community more than the city council.

Local business leaders.

Local citizens the city governments need to be involved.

Local city council and mayoral.

Local city officials, including parks and recreation officials and transportation officials.

Local government. (2)

Local government, residents.

Local government as well as individual city government. And public opinion but any if it affects them specifically in the area.

Local religious organizations.

Local residents.

Question 38. What specific community groups or individuals do you think should be included in the transportation planning process in the Study Area?

Local residents. Meet on an on going bases with engineers. Adequate studies need to be made before programs are begun.

Mainly the local citizens, those affected by whatever the plans are.

Mainly homeowners and commercial property owners.

Make it available to all residents.

Mayor. (2)

Mayor and city council.

Mayor and the residence.

Mayor, city council, citizen groups, people affected by construction, entire community.

Mayor, city council, special interest committee of citizens.

Mayors and city reps and maybe opinions for the community as well.

Mayors of cities affected, state and county officials and citizen groups.

Mayors of the three cities, UDOT.

Members of the neighborhood association, PTA reps for safety concerns, the local representatives, and anyone interested in serving.

Middle age.

More available to public so we know what's going on. City people should be made more aware.

More community people like residents.

More of the common people.

More public information, or should be involved.

Most certainly police and fire should handle it, and then city engineers.

Municipalities of course. Obviously the county. Probably some advocacy groups; maybe someone to do with the handicapped.

My city council.

My dad is a worker for the government and my brother is a civil engineer I'm not sure.

No comment. (131)

Neighbor community groups.

Neighborhood association in the affected area.

Neighborhood associations homeowner associations business owners city council.

Neighborhood associations that are impacted by road or TRAX and the Federal government.

Neighborhood civic associations.

Neighborhood community groups.

Neighborhood groups.

Question 38. What specific community groups or individuals do you think should be included in the transportation planning process in the Study Area?

Neighborhood representatives.

Neighborhoods. (3)

Neighborhoods that are along the area. The little city governments.

Neighbors in a certain radius homeowners.

Neighborhood councils.

No idea. (3)

None. (7)

Not just government people that can't be fired-real engineers.

Officials, and some residents.

Our city planners.

Our town and city councils, police and private citizens.

Parent of school age children, older people, people participating in extra things besides vehicles like walking or biking.

Parents of kids, business owners in the area, commuters.

Parents, homeowners, business owners.

People who know what they are doing.

People along the roads where the concerns are should be involved definitely.

People from different schools.

People in the area.

People in the area that it affects.

People in the study area.

People should be informed, I don't have a clue of what they will be doing. Especially right in their areas.

People that drive there.

People that live along major roads.

People that live in the area, or travel it daily.

People that live there, not the government agencies.

People that live there.

People that travel there.

People that use those streets the people affected in the area.

People that use TRAX and the bus all the time and people in the southwest area of the valley in general.

People who are knowledgeable on the subject.

Question 38. What specific community groups or individuals do you think should be included in the transportation planning process in the Study Area?

People who are not in charge right now. Someone who works quicker.

People who drive it a lot.

People who drive there.

People who drive. People who have to travel to Salt Lake a lot.

People who live in that area and are impacted by it and the elected city groups.

People who live there.

People who travel from the south end of town to down town.

People who travel on those roads.

People who would use it most.

People who live in the area.

People whose property it is near and the local government city planners.

People with children attending school, people working within the general area.

Planning commission, the township board, city planners, the county should have a say in it, the citizens affected within so many feet of the construction should be contacted.

Planning faction of each community, zoning committees, county.

Political committees in the city should be involved.

Political leaders, citizen groups and school groups.

Present community groups.

Private individuals.

Probably city like their mayors and councils.

Probably every one should be invited to at least one public meeting. I would think the local government; mayor and city council should be involved. And any citizen groups who feel so inclined to attend. As well as every citizen should have the opportunity to have his or her opinion heard.

Probably everybody.

Probably just the residents.

Probably the citizens.

Probably the developers.

Probably the general public that knows.

Professionals as well as engineering and more variety of educators not just politicians the major should not be of them.

Property owners.

PTA business groups.

PTA Parents.

Question 38. What specific community groups or individuals do you think should be included in the transportation planning process in the Study Area?

Public. (2)

Public comment and city officials.

Public needs to be included whether a city or county issue.

Public works for cities and planning commissions and county and state government combined coordination efforts.

Put the city councils together and a few citizens.

Put up a public notice to all residents in the study area -- in utility bills -- targeted to the residents in general.

Regular citizens.

Regular people. People who will use it. The ones who plan it don't use it.

Regular people.

Regular resident representatives to go along with their city planners.

Religious and civic leaders.

Representative of the citizens and people that know what they are doing advocates of various interest group such as IMBA as bicycle group.

Representatives from every city involved.

Representatives within the communities the mayors and the people we have already elected.

Reps from the communities and the neighborhood. People from education. People from large and small governments. Urban planning development specialists.

Residents. (9)

Residence, and city council members, and someone from the county council.

Resident business owners. (2)

Residential as well as business.

Residential, local government, state transit.

Residents affected by the traffic design, my neighbors that are being relocated are really frustrated. There's so much talk about it and no action being taken, and the suggestions being made to not take so much property just seems to go on deaf ears. The Jordan commons area was offset for future development of the road. Now the state took over the road, and it's no longer adequate and it takes out new homes.

Residents and city council.

Residents and city planners.

Residents and the government, everyone that is involved in making the roads the way they need to be, city council members.

Residents in the area, reps.

Residents in the city area, UDOT and city councils.

Question 38. What specific community groups or individuals do you think should be included in the transportation planning process in the Study Area?

Residents need to be involved also retailers and industry also the school districts.

Residents of Draper, Sandy, South Jordan, and Riverton.

Residents that are affected.

Residents themselves people who travel that road everyday.

Residents who live there.

Residents, business owners, suppliers, consumers from the outside.

Residents, businesses.

Residents, school district, local government, UDOT.

Residents. Civic leaders.

Right now I guess anything on the west side that would be impacted.

Riverton City should be included.

Riverton Mayor and City Council, UDOT, (if the city created special groups under their supervision so that the neighborhoods are represented).

Safety groups, city council, mayor, planning commission.

Sandy City group.

Sandy has someone that deals with transportation issues, the mayor and city council are elected to take care of that, they could do a better job of informing the public. But elected leaders are paid to take care of it.

School community group, different cities.

School community groups; parent teacher organizations, the schools.

School districts regular city planners.

School principal's ordinary citizens could be voluntarily on committees to assist in the planning and decision-making concerning the roads.

School community counsels.

Schools. (2)

Schools police city councils.

Schools, businesses, the people who live in the areas.

Selected residential reps, businesses should be included. And a group from the affected area.

Senior citizens groups, students.

Should be open the public.

Some citizens along with government officials and committees.

Some teenagers, the ones that are driving a lot, like a normal average person, males and females, that would be one good way of looking at the problem.

Somebody from the city and some local citizens.

Question 38. What specific community groups or individuals do you think should be included in the transportation planning process in the Study Area?

Something that should be put forth in the voting process, local election or a general election in November.

South Jordan and Riverton.

South Jordan government the specific cities affected, their government and also emergency services should have say also.

South Jordan, Riverton, Draper and Sandy.

State leaders, traffic leaders, and local leaders.

State officials.

Students.

Students, elderly, those that don't/can't drive, commuters.

Task force that would overlook it even volunteer people to be people to help know about some of those issues.

Tax payers.

The people that pay the most tax, the tax payer not the people complaining that they don't get enough or don't pay enough in one year to amount lunch for county mayor.

The residents.

The actual communities that are going to be using them.

The board of commerce.

The businesses around.

The businesses need to, since we're a growing community. And the residents.

The businesses that are affected by it. And the cities and residents as well.

The cities involved, should be better involved, and the neighborhoods associations.

The cities that are involved a survey within each city.

The cities that can get information to the people.

The cities that it would have to go through.

The cities that they are going through.

The cities themselves. Each city.

The cities within the county and the state need to get together.

The cities, public hearings.

The cities, the population in the cities.

The citizens.

The citizens of the area.

The city and because of what they are trying to do they should consider that federal and states agencies.

Question 38. What specific community groups or individuals do you think should be included in the transportation planning process in the Study Area?

The city and county governments with the state, UDOT, local business owners and residents.

The city and state and maybe they should listen to some of the residents and also do what's best for the community.

The city and the residents as a whole.

The city council; and the members of the city should talk to them if they want to put their voice in. It seems like they should plan better for the future and the growth.

The city council. (5)

The city council and community groups.

The city council and the community should have a vote on some of the things they do.

The city council and the neighbor hood councils.

The city council and the organization of the residents.

The city council and the transportation committee and the public.

The city council and they should contact local community councils to express their opinions.

The city council and UTA.

The city council leaders and the people who live in the community.

The city council members.

The city council so a volunteer group.

The city council and a citizen panel.

The city council, focus groups within those areas.

The city council, the citizens.

The city council the general public more along the lines of people whom work and live in the area.

The city council commercial vendors in the area residents in the area.

The city councils - but they seem to be politicians. People and neighborhoods who are affected by it.

The city councils and residents that are affected by changes.

The city councils and volunteers. Individuals from the community.

The city councils as well as the citizens as they put forth their concerns.

The city councils inform businesses.

The city engineers, the mayor's office and the councilmen some of the developers.

The city government. And open town meetings.

The city government. People that it effects directly. Maybe city meetings and things like that.

The city leaders.

Question 38. What specific community groups or individuals do you think should be included in the transportation planning process in the Study Area?

The city mayors, and each city planning committee.

The city officials.

The city officials and the ones who are impacted who live on the streets.

The city planner.

The city planners should know, or the city administrators. I'm not sure who deals with planning, but there should be networking from the communities. Stagger construction.

The city planners, community groups they have, the master plan group, individuals.

The city planning commissions.

The city planning community, how it affects the businesses. It concerns me right now how the businesses are affected.

The city would have to be involved and the community and the people of were its happening need to be included.

The communities that it impacts need representatives, fire and police because they have to access them. They need to have the construction people there, like for I-15 when they were working at night and not during rush hour traffic, it would be nice if they were doing that now. The master planners should be there, but not forgetting that it is the citizen's tax dollars and they need to be heard.

The community. (5)

The community and the mayors.

The community councils and also just the general public they should have a meeting a public open house.

The community group meeting would help (school). City council meetings.

The community groups needed to be the ones that work with the schools; they aren't listened to as well.

The community should be.

The community should be advised of it.

The commuters.

The concerned citizens.

The councilmen.

The daily commuters--not a particular group.

The different governments for separate communities.

The different neighborhood groups.

The UDOT needs to be involved, Sandy, Riverton and South Jordan communities.

The elected officials.

The engineers in each community should be included in the design and planning.

Question 38. What specific community groups or individuals do you think should be included in the transportation planning process in the Study Area?

The entire community should be involved in it.

The entire public.

The environmentalists, the city and county, South Jordan and Riverton.

The general public.

The general public should be somehow.

The government agencies and residents.

The home developers.

The homeowners. (5)

The industries out here, the commuters who go into Salt Lake.

The junior achievement groups and some of the open space planning, bring in the kids and the people that will be here in the future more so than just the elected officials.

The landowners or renters.

The local cities.

The local city officials, mayor city council and people.

The local government, probably some type of citizen panels.

The local mayor.

The local residents and people who use it all the time and have course the transportation committee.

The local sheriff's office.

The mayor and city council.

The mayor and council of the city.

The mayor councilmen also a group of concerned citizens.

The mayor the community council and people who get information out.

The mayor, the city officials, the cops.

The mayors.

The mayors and city officials.

The mayors and the council.

The mayors and the council people, the planning boards. Probably the businesses that are along the routes and homeowners too if they live there too.

The mayors of the communities and residents in general.

The neighborhood being affected by the construction.

The neighborhood itself.

The neighborhood organizations within the cities. School community councils.

Question 38. What specific community groups or individuals do you think should be included in the transportation planning process in the Study Area?

The neighborhood people especially the ones that use bikes.

The neighborhoods in the areas.

The obese people, they should start walking everybody should though.

The ones that are having economic problems to help understand the need and for the people to understand the needs of the lower income people. The hours and minutes that it runs has to be appropriate for working people, regardless of the hours they work. There needs to be more night service and real early morning service - both in the bus and TRAX. It has to be at a price that people can afford to use it. If it's priced too high, people won't use it. I know you have to pay increased taxes for the ones who actually use it on a daily basis.

The organizations from cities and towns, their representatives, Wasatch regional council, public hearings for opportunity for input, a big problem is environmentalists though at times they are too extreme or radical in their viewpoints.

The people it affects.

The people living west of the freeway from the freeway to 1300 West.

The people that are affected, the city planners, the community at large.

The people that are around, that travel to those areas. The whole spectrum of people.

The people that live in the area. (7)

The people that live in the area. The city planning and zoning. Parks and rec.

The people that use the road the most need to be involved. Maybe that means the people that just live right next to the road and or the commuters who use the road most.

The people that use them should be more involved. The state developers think they did Bangerter right, but they did it totally wrong. It should be a freeway. Take the planners out and put the people the use it in it.

The people who live and work in the study area.

The people within the study area should be more involved than the elected officials

The people/residents of the community.

The problem is that you're trying to bring in too many people. You're trying to fix it to bring in more people. We don't need more people.

The public.

The public along with the city council.

The public meetings would be a good place to get input. If I knew where they were I would go. Business input is also important.

The public should be available to comment on and obviously the city council.

The public should vote on it, the residents.

The residential areas and commercial.

The residents. (6)

Question 38. What specific community groups or individuals do you think should be included in the transportation planning process in the Study Area?

The residents engineers.

The residents and business owners and employers that are in the study area.

The residents and business owners who are within the study area.

The residents and the businesses.

The residents in general.

The residents need to inform about what roads are going to be worked on and for how long.

The residents, the city.

The residents. As far as the department of transportation. City Leaders from the four communities.

The school community group would help. Any other community group.

The school districts, the LDS Church, the demographics you are planning to group. The cities need to have active committees to represent to the old cronies. The overall planning agency, UDOT, UTA, most important would be the citizen groups, and honest and fair group of the public.

The schools because they are trying move students through those areas on buses, and sometimes the roads are closed down.

The schools should be.

The seniors.

The Skaggs Catholic Center. The school down there. If there was a TRAX route they would take it further south than they usually do

The various cities.

The various city and county governments. UDOT. Independent individuals that live in the area that may be appointed by people in the community.

There are quite a few groups that are. Our area has a group that meets with them.

There should be a citizens concern group and different groups within the study area so it's not just east and west.

There should be a citizens group.

They could use the city government and town councils and chamber of commerce.

They have community pack meetings to tell us everything; they need to send newsletters out to the general public.

They need more citizens involved. They have a lot of good ideas but don't listen to them.

They need new government.

They need to take into consideration of where they are widening roads.

They should people who know what they are doing. The residents could help.

Question 38. What specific community groups or individuals do you think should be included in the transportation planning process in the Study Area?

They should put up big signs, and advertise that they are doing construction on specific roads and then have a meeting and let people show up and give comments.

Those directly affected by it.

Those people that live there should be included.

Those that are qualified.

Those that commute using their own personal vehicles.

Those that live in the area.

Those that live in the area, residents and business people.

Town council, neighborhood groups that it would impact and affect.

Transportation experts and professional planners.

UDOT. (2)

UDOT any of the transportation areas. They all fall short of planning anything correctly.

UDOT, and each of the community transportation departments.

UDOT, city councils Draper and Sandy. Neighborhoods affected.

UDOT, the city planners that are involved.

UTA and the Sandy City and South Jordan City.

UTA individual cities.

UTA or UDOT.

Utah transit authority citizens.

Valerie Tebbs should be included, and probably Tim Heaton. Those are the people that are really smart and up on what is going on.

Voters.

We really don't know a whole lot about it. We don't know who's involved or what. For me to say who should be involved, I think the community should be involved. If the community was involved you would know how to go about it without so many congestion problems.

We should all be able to do that.

Well I think the senior citizens for one.

Well you've got UDOT and the actual residents in the area and some of the private sectors of transportation should be involved and the city where its going in.

Well, certainly the chambers (which I think they already are) and the city governments. It's hard to go beyond that because I've only been in South Salt Lake a couple of years. I don't know what other groups are active as far as planning committees. Sometimes when there's a major project like 123rd construction it would have been helpful to know in the community area who was effected and to know the schedule, what to expect, how long things would be really torn up and blasted. The town officials. And just volunteer groups.

Question 38. What specific community groups or individuals do you think should be included in the transportation planning process in the Study Area?

West Jordan.

What ever planning commission that's involved.

Whoever interested.

Whoever is interested I guess.

With us in Riverton they have a community council and they should include them.

Zoning and planning commission in Riverton.